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IAN ALLAN

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Railway World





Main Lines

THE subject of the page opposite has been especially chosen. Apart from being a well-nigh perfect example of preservation stage management (apart from the clash in periods between locomotive and goods stock), it is a chance to comment on the approaching demise of wagonload freight on BR.

It seems only fair to say right away that the imminent end of old-style wagonload operations must be welcomed wholeheartedly. That is not to say that the men and (some) machines who kept the wagons rolling for perhaps 150 years did not establish a fine tradition. But it was dangerous, dirty work. The British state of the art in freight handling with its disastrous handicap of a huge wagon fleet without continuous brakes was obsolescent in the 1920s, and suicidal, in terms of commercial survival, for the 1960s. Speedlink has snatched a nearly lost chance for BR to retain general goods traffic, and although the quantity of traffic handled is small, it was only by determination in the face of pressure from Whitehall to dispense with such a service altogether that BR now has a creditable nationwide network of Speedlink services.

Earlier this year, we had the chance of comparing the two styles of freight train operation, riding in the 'brake' of a Toton-Whitemoor Class '8' service, and then on the locomotive of a Parkeston Quay-Mossend Speedlink train. The difference was, as ever, illuminating. The profession of goods guard is a noble one, and perhaps all too few of those interested in railways have stopped to think just what it involved. That was brought home on our recent trip, although the March driver at the front was an expert with brake applications which controlled the fitted head of the train. The rest, as always, was not continuously braked, and relied on the guard and his hand-brake. At least we didn't have to stop to pin down brakes.

So let us salute the men who ran the freight trains now passing into oblivion for they contributed to a noble tradition. Snobbish, ex-military man to freight trains inspector in first-class compartment: 'I was in the Guards during the war'. Answer: 'Goods or passenger?'

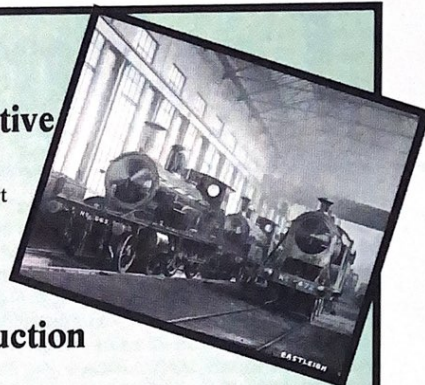
Cover: Ex-Somerset & Dorset Joint Railway '7F' 2-8-0 No 13809 makes an impressive assault on Clapham bank, with the Carnforth-Hellfield leg of the 'Cumbrian Mountain Pullman' of 27 March 1982. J. H. Cooper-Smith

Frontispiece: Demonstration freight train — Ivatt '2' 2-6-0 No 46521 at Bewdley South, Severn Valley Railway on 12 September 1982. Andrew Bell

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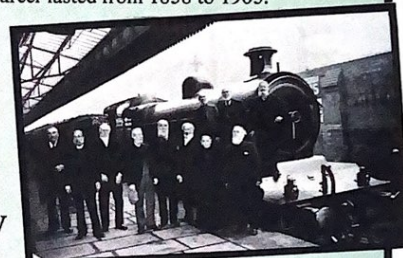
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Eastleigh and Locomotive Design-1

TO STUDY locomotive design practice at Eastleigh 'in depth', it is necessary to go back to certain events at the turn of the century that had a marked and lasting effect on the design principles of later years. This was 10 years before the Works was built, and when the LSWR drawing office and workshops were still at Nine Elms.

At the turn of the century, the London and South Western Railway had a virtual monopoly of the holiday traffic all along the South Coast from Southsea and the Isle of Wight to Exmouth, and its tentacles had spread to the north coasts of both Devon and Cornwall, as well as to Plymouth. Beyond Exeter, it was not without competition as its hated rival, the Great Western, had a similar monopoly of the South Devon and Cornwall coasts, and, thanks to the latter's newly-built 'cut-off' line, could offer a faster service. To keep the competition within bounds the South Western concentrated its endeavours on improving services to the West Country, in spite of the heavy handicaps imposed by the route chosen by the 'Founding Fathers' of the line. These handicaps will not be detailed here, but are mentioned as explaining why the LSWR's Locomotive Department was pre-occupied with the problem of reaching Exeter in good time.

But the 'bucket and spade' traffic was not the LSWR's only commitment, for there

Eric L. Forge

were the large military establishments at Aldershot and on Salisbury Plain, naval traffic to Portsmouth and Plymouth, and the rapidly growing port of Southampton, which, in a very few years, was to become Britain's premier passenger port.

Such developments were already making unceasing demands of the LSWR's motive power and, at this stage, it is worth taking stock of the composition of the fleet.

The South Western's motive power resources could only be described as meagre, for much of the traffic was still in the hands of the elderly Adams 4-4-0 classes. So far, Dugald Drummond, who was appointed Locomotive Superintendent of the LSWR in 1895, had only time to produce a line of medium-sized 4-4-0s, although these were somewhat more powerful and had inside cylinders. The most recent of these, the 'T9' class, were excellent engines and performed for years with distinction, almost to the end of steam traction on the SR. But they were only of modest dimensions, and their capacity to handle heavy trains on the difficult road to Exeter was limited. It is true the 'T9s' were being replaced by the larger 'L12' 4-4-0s, built under the '10% rule', but the requirement for more powerful locomotives had yet to be met.

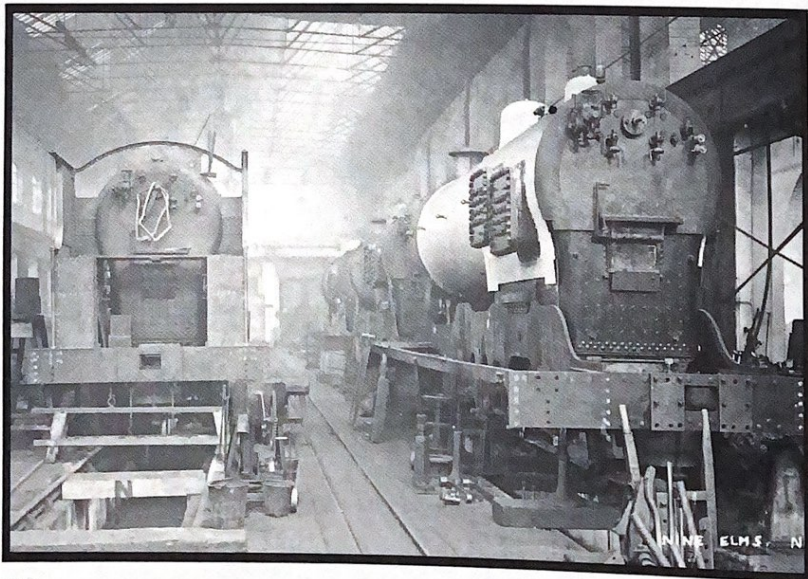
The '10% rule' may be foreign to many readers, so I should explain that this phrase arose in circles *outside* the locomotive drawing offices, and referred to the legend that when the authorities decided that a new and more powerful engine was required, the draughtsmen merely went to the drawers containing the drawings of the current design, and redrew the items concerned with 10% added to all dimensions. An unfair jibe, perhaps, but a survey of the development of the various contemporary British 4-4-0 designs seems to indicate that it was not far off the mark!

Even before the 'L12s' entered service from 1904, Drummond decided on drastic measures to meet the LSWR's demand for more powerful locomotives and the result was the largest engine to run on British metals to date — a large boilered 4-6-0, with *four* cylinders! This was No 330, which appeared in 1905, the first of the five 'F13s'.

To my mind, it was the equivalent of going to a modest shipyard with a reputation for turning out deep-sea trawlers and coastal vessels with considerable success, and asking them to design and build a battle cruiser, and to do it quickly! No wonder the Nine Elms draughtsmen fell down on the job, especially with a dominant person like Drummond breathing down their necks. Indeed, it is remarkable that the wretched engines ever ran at all, and not surprisingly they were failures. Having failed to meet the bill on the Salisbury to Exeter express passenger workings, they ended their days in unglamorous goods haulage.

With the benefit of hindsight, we can see clearly the faults and failings of these designs. After the five 'F13s' came 'E14' No 335 (1907), five 'G14s', Nos 453-57 (1908), and five 'P14s', Nos 448-52 (1910/11).

In the first place, although these machines looked elephantine and tremendously powerful, when considered as a vehicle they constituted a weak structure. The frames were little heavier than those of a 4-4-0, and



Left: Epitomising the new century's change in direction for the LSWR, Nine Elms Works erecting shop in 1908 includes the five Drummond 'G14' 4-6-0s (Nos 453-57) under construction. A. B. MacLeod Collection

unsuited to transmit the power from four cylinders; this led to racking, loose bolts and cracking.

Next, the main bearings on the axleboxes were inadequate. From the plain non-ferrous axlebox of the Adams engines Drummond had moved to a steel shell with a white-metalled steel liner. While there was nothing wrong with this in principle, the diameter of the axles was too small and the journal lengths insufficient. The result was a propensity to run hot under any significant load. Next the boiler: its general dimensions were generous in the extreme, but, like all Drummond engines, it suffered from having too long a horizontal grate. All modern designs had a sloping grate, by which coal loaded at the firehole door was shaken to a position under the throatplate by the vibrations of the engine in motion. But with a completely horizontal grate — and it was no less than 9ft 0in in the case of the 4-6-0s — no such help was forthcoming. The fireman who wanted coal under the throatplate, either had to throw it the 9ft, or push it there with the rake. In either case, this did not lead to efficient firing, and could — and did — lead to shortness of steam at critical moments!

The smokebox also left much to be desired. It was much too narrow, not much bigger than those fitted to the larger 4-4-0 classes. Now the function of the smokebox is to form a vacuum chamber so as to stimulate the flow of hot gases through the smoke tubes and out of the chimney. The exhaustion of this chamber is supposed to be accomplished by the movement of a 'plug' of exhaust steam issuing from the blastpipe and proceeding up the chimney, leaving in its wake a vacuum which draws the hot gases from the tubes. However, if the 'plug' of steam is immediately followed by others in quick succession so that the smokebox is completely filled, the vacuum effect does not occur. That is why the smokebox volume needs to be nicely calculated to ensure that, as well as creating a vacuum, there is a sufficient reservoir to maintain it.

Finally, let us look at the cylinders of the Drummond 4-6-0s. Few locomotive designers of those days, and for a good many years after, realised the fundamental truth that it was much more important to get the exhaust steam *out* of the cylinder system than to admit live steam. Live steam has its own energy, ('has gun, will travel'), but by contrast the exhaust steam is like a tired old man. It needs help to move from the new live steam that is trying to take its place. A good

cylinder design should make it as easy as possible for the exhaust steam, with the provision of short, wide passages and without too many bends or steps.

A look at the photograph of an 'F13' will reveal the outside slide valves actually underneath the cylinders, as well as indicating the long and tortuous passage traversed by the steam to reach the base of the blastpipe in the smokebox! Later engines were improved in this respect, but not sufficiently to make them efficient.

All of this goes to show why Drummond's four-cylinder 4-6-0s, intended to revolutionise express passenger services to the West, ended their working lives as they did.

We can now transfer our attention to Eastleigh, where the new Locomotive Works had been completed in 1910, and the men and plant transferred from Nine Elms. Apart from normal replacements of the smaller engines, only two notable classes of Drummond engines made their bow from Eastleigh.

First, there was yet another four-cylinder design, the 'T14' class, Nos 443-47/58-62, popularly known as the 'Paddleboxes'. These were a great improvement on their forebears, but inherited too many of the basic Drum-

mond defects in design ever to be classed as real winners. This time, all four cylinders were in line close to the base of the smokebox, with a corresponding improvement in steam movements, and two sets of Walschaert gear drove all four valves through rocking arms. They might have been very good engines indeed had not Drummond for some reason chosen to give them a boiler no larger than his big 4-4-0, the 'D15' class! The wheels were 6ft 7in in diameter, real express size in place of the 6ft drivers of the earlier classes, and they were obviously destined for the Bournemouth line, where indeed they spent most of their days.

But, by its very nature, the Bournemouth road called for a high degree of boiler capacity and continuous steam output. In the westerly direction there is almost a constant climb for the 50 miles from Waterloo to beyond Basingstoke. Admittedly the ruling gradient is not severe, but nonetheless it calls for continuous steam capacity. In the up direction the demand is more taxing — all the way from near Eastleigh the ruling gradient is about 1 in 250 for 20 miles. With a heavy train this called for consistent steaming all the way, and the 'Paddleboxes' did not fit the bill. They ran freely enough, but there

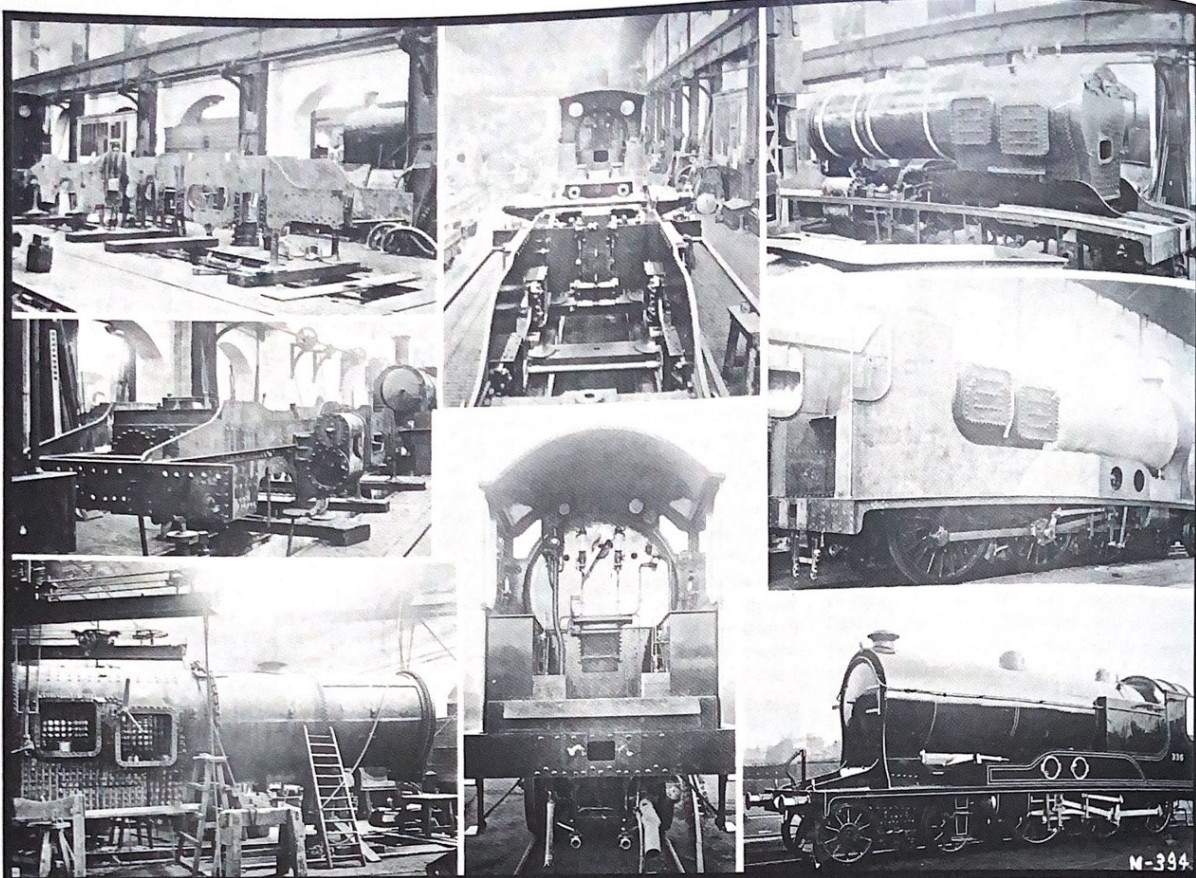


Above right: Eastleigh Works paint-shop with Drummond 'D15' 4-4-0 No 472, the last-built, on the right and Adams 'X6' 4-4-0 No 665 (left) with 'Jubilee' No 538 behind.

A. B. MacLeod Collection

Right: Drummond 'F13' 4-6-0 No 331 at Eastleigh, with Urie lining-out. Beattie '302' 0-6-0 No 341 of 1876 is in front. *Len's of Sutton*





Above: An interesting composite photograph showing the construction at Nine Elms Works of 'E14' 4-6-0 No 335. Note the detail of the cross water tubes (bottom left).
A. B. MacLeod Collection

Below: Drummond 'T14' 4-6-0 No 443, painted in matt grey for the official photograph, at Eastleigh, 1911. A. B. MacLeod Collection

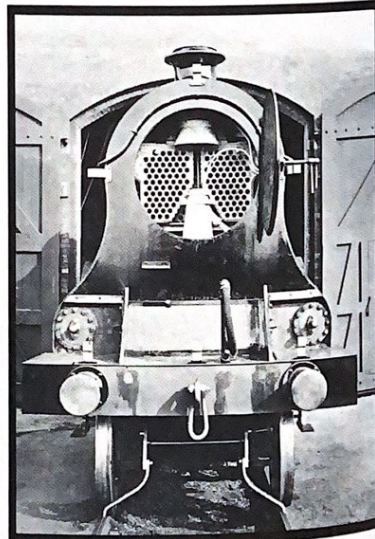
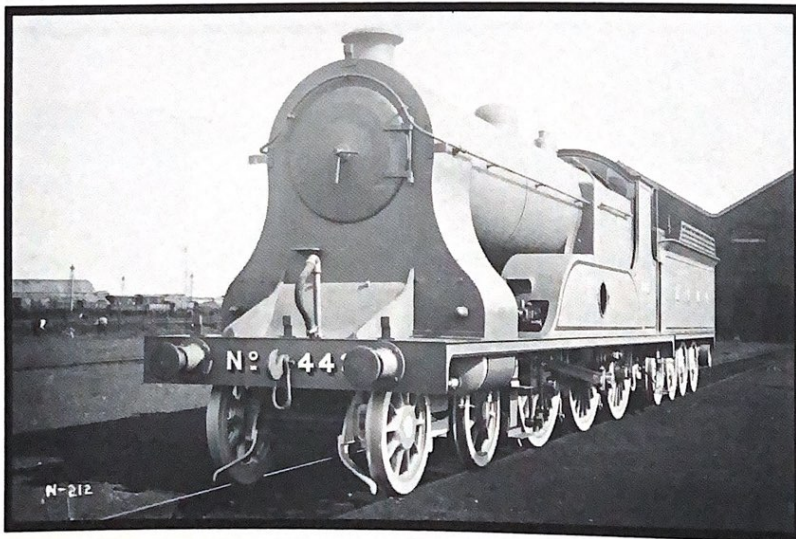
Below right: Final painting in progress on No 443. A. B. MacLeod Collection

was a definite limit to the load they could time over the route, and when they were loaded above their capacity as they frequently were, they lost time and were branded as 'sluggish'. A distinct might-have-been!

In the last year of his life, Drummond gave the railway world his masterpiece, the 'D15' 4-4-0s, Nos 463-72. It might be said that these evolved from the 'L12' design by the '10% rule', but there was a significant difference. Here was a large enough boiler, allied to large cylinders, inside the frames, with piston valves and Walschaert gear, and,

what was more important, *outside admission valves*. These engines could handle all the Bournemouth services, with help in later years from the Urie 'N15' 4-6-0s, and they could time anything up to 10 coaches without much trouble. Unfortunately, there were only 10 of them! In these engines, Drummond produced a very fine machine indeed, but he died before the last was completed.

There now followed a revolutionary era of locomotive design at Eastleigh. For a successor to Dugald Drummond, the directors of the South Western appointed



Right: Urie 'H15' 4-6-0 No 491. At first unsaturated, then fitted with Eastleigh superheater in 1917. *Ian Allan Library*

Centre right: 'H16' 4-6-2T, as BR No 30519, passes Ashford (Middx) with a freight train bound for Feltham on 21 May 1950. *D. J. Sutton*

Below right: 'G16' 4-8-0T No 495, at Feltham Yard in SR days. *Ian Allan Library*

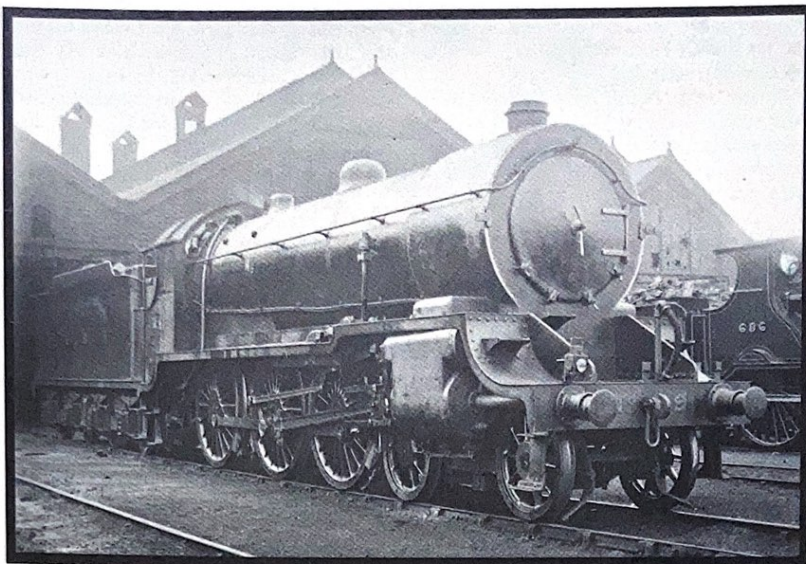
another dour Scot, named Robert Wallace Urie, and they could hardly have made a better choice. It used to be a common jibe at one time that as soon as a new Locomotive Superintendent was appointed, he proceeded to design something as diametrically opposed to the engines of his predecessor as possible, thereby enhancing his prestige and impressing his personality on the department. Urie did just this, but not for those reasons. He cared little or nothing for prestige as his personality was powerful enough to need no outside aid. He was simply a sound and practical engineer and interested only in making his engines likewise — and reliable into the bargain.

Moreover, for years he had been Drummond's Works Manager, and it had fallen to him to grapple with the four-cylinder monstrosities in an endeavour to keep them on the road, so that he had no illusions whatever about them and their design.

Urie also had to bear in mind the handicap presented to LSWR locomotives by the very indifferent standard of the permanent way over which they had to run. When the original London and Southampton Railway was launched there was only enough money to take it from London to Basingstoke. The second attempt, this time starting from the Southampton end, ran out of cash when it reached Winchester, and for a year passengers completed the link by coach. The flimsy financial foundation was reflected in the standard of the road bed, and the South Western track was always 'spongy', a feature which tended to throw all the more strain on the structure of the locomotive and called for the maximum possible strength.

I remember that the driver of a 'King Arthur' working the Bournemouth-Birkenhead through train, once commented to me after I had travelled on the footplate from Southampton to Basingstoke: 'I wish you were coming through with us. When we get on the "Western" road it always feels as if we had another 10 miles an hour under our wheels'.

Accordingly, Urie decided to design for strength and simplicity, and these two elements formed the basis of all his locomotive types. The main frames, with 1½-in plate, were the heaviest yet used on a British locomotive. The axle journals were much bigger than those used by Drummond and, in place of the inadequate steel axlebox, Urie used a large manganese brass bearing with white metal lining. They were heavy and expensive — but they lasted! Even after the normal spell of 75,000 miles between general overhauls, the boxes were often found to require only minimal attention. The marine-type big-ends gave way to a very solid strap and cotter design with the bolts in double shear instead of tension.



Away went the smokebox steam driers and the firebox cross water tubes — always a source of trouble.

Finally, away went the splashers which were such a feature of Drummond engines. Locomotive engineers of that era were wont to make rather a feature of their splashers, often ornamenting them with brass beading and cutting all sorts of fancy shapes in them. Some, like Drummond, went to extremes and hid the working parts in voluminous clothes of almost Victorian propriety. Anticipating dress fashions by a number of years, Urie clad his machines in the most outrageous of mini-skirts. Some people were shocked, but as the years passed more and more designers followed the fashion he had set. Not for the last time Eastleigh helped to form public opinion!

So was evolved the 'H15' 4-6-0s (Nos 482-91, built 1913/14), and all subsequent Urie engines conformed to this basic pattern, with only modification to driving wheel sizes to fit them for various traffics. There has been speculation why Urie chose a modest diameter of 6ft 0in for the driving wheels of the 'H15' — not the type of machine to hit the headlines! The answer is that while passenger traffic was more or less catered for by the 'L12', 'D15' and 'T14' classes, an engine capable of heavy goods haulage was sorely needed. The only recent type specifically designed for goods work was the small 0-6-0 known as the 'Black Motors', designed by Drummond in 1899 on the lines of the 'T9'. Traffic was growing and it was decided that an engine capable of dealing with both goods trains and semi-fast passenger work was the prime need, hence the 6ft driving wheels.

At about this time, railways began to adopt superheating. There were only two practicable designs of superheater available, the 'Robinson', designed by the then locomotive superintendent of the Great Central Railway, and the 'Schmidt', of German production. As an experiment, Urie fitted four of the 10 'H15s' with the Robinson pattern and four with the Schmidt, the other two (Nos 490/91) being left saturated. In time, the superheated engines showed a marked superiority in performance as might have

been expected, and this led Urie to his first and only mistake. He designed his own and only mistake. He designed his own superheater, which was to be known as the 'Eastleigh'. A look at an illustration will show that this design incorporated two headers, one at the top of the tubeplate to take the saturated steam, and a second one lower down to collect the superheated steam. The two headers were connected by a series of vertical headers into which the ends of the superheater tubes were inserted. The principal weakness of this arrangement was that the collection of castings offered a considerable obstruction to the flow of hot gases, and also made difficult the cleaning of the tubes; two vital elements in the efficient performance of a locomotive boiler. For a real, if lurid, summary of the shortcomings of this design one needed to talk to anyone who had the job of taking the superheater to pieces for repair. The cap nuts were usually burnt on solid and had to be removed by hammer and chisel!

The first 'H15', No 486, was put into service in January 1914, and, although I cannot confirm it, it is said that she did not appear again at Eastleigh Works for general overhaul until the war was over. In the light of later experience of Urie's engines, and their extraordinary reliability in service, I can well believe it!

It was a tragedy that World War 1 stopped new locomotive construction at Eastleigh until 1918, when the expected express passenger version of the 'H15' appeared, with 6ft 7in driving wheels. This design featured a tapered boiler, and, to complete the Urie style of austerity, a stovepipe chimney.

Apart from these differences, it was a case of 'the mixture as before'. A similar style was followed in the production of a purely goods engine with 5ft 7in wheels. These were the 20 'S15s', Nos 496-515, built 1920-21. Urie's only other contributions were a massive 4-8-0T, the 'G16s', (Nos 492-95, built 1921) for working the humps in the new marshalling yard then being built at Feltham, and a similar 4-6-2T, the 'H16s' (Nos 516-20, built 1921/22), officially stated to be for working transfer goods trains between Feltham and the other London sorting yards. The 'G16s' were painted black, but it has never been clear why the 'H16s' appeared in passenger green, as the only passenger trains they were ever known to work were the Ascot special race trains for one week in the year.

Once convinced of the value of superheating, Urie applied it widely. All the 'T9', 'L12', 'D15' and 'T14' classes were fitted in due course, as well as the 'Black Motors', and one unfortunate 'M7' 0-4-4T suburban tank, No 126, built 1911, and rebuilt in 1921. No 126 was not a success, and was 2½ tons heavier as altered. In any case, superheating loses much of its value when the boiler is not

under continuous output, and that particular experiment was abortive.

That, briefly, sums up Urie's contribution to locomotive design at Eastleigh. It is intriguing to consider that if the war had not chopped four years out of his productive life, what might have been his final contribution and in what direction his developments might have led. As it was, the last years of his tenure of office were absorbed by making good the gaps left by the war, and allowed no time to do other than reproduce the already tried and proven designs.

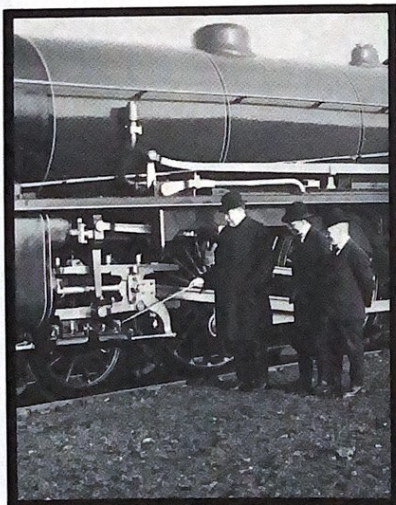
At the grouping Urie was offered the post of Chief Mechanical Engineer to the Southern Railway, but he was 68 years of age in 1922, and so decided to step down and let his successor have the field without interference. The choice of the SR directors fell upon Richard Edward Lloyd Maunsell, then Chief Mechanical Engineer of the South Eastern and Chatham Railway, and after many years of Scottish domination Eastleigh came under the control of an Irishman!

Earlier on, I remarked that it was traditional that a new Mechanical Engineer would design something altogether different from the productions of his predecessor, but in the case of Maunsell, the reverse was the case.

Maunsell quickly recognised that in the Urie 'N15' 4-6-0 he had an excellent machine at his disposal and, after suitable treatment to bring it more into line with the latest practices, it could be a winner. He was broad minded enough to do just that! The alterations consisted in raising the boiler pressure to 200lbs (the old idea that anything above 180lbs/sq in would be fatal, was disappearing) and with that came a reduction in the cylinder size. At 22in diameter these were too large anyway, leading to shortness of breath with the Urie 'N15s' and nosing with heavy loads. On top of that came larger piston valves and, most important of all, the lengthening of the valve travel. Other small variations were made but the basic design was Urie's, and the engines were a great success. After the first 10 were produced, Nos 448-57, built at Eastleigh, the results were sufficiently encouraging for the Company to order no less than 30 more (Nos 763-92) from North British Loco Co and then another 14 (Nos 793-806) built at Eastleigh. Eventually, they were to be found working on every main line on the Southern, except to Hastings via Tonbridge.

But now a fresh demand from the Traffic Department posed a new problem for the Chief Mechanical Engineer. A locomotive capable of working a 500-ton train from start to stop at an average speed of 55mph was required. While the latter figure may not sound very impressive if considered in comparison with the maximum speeds being achieved, it demanded some exceptional work when working a Victoria-Dover boat train in view of permanent speed restrictions and the stiff climbs through the North Downs.

Maunsell's solution to this problem lay in the direction of a four-cylinder 4-6-0, and I can't help thinking that if the spirit of the late Dugald Drummond was peering over the



Left: An inspection of one of the 473 series 'H15' 4-6-0s, built at Eastleigh from 1924. The gentleman with the stick is Surrey Warner, former C&W Superintendent of the LSWR, then temporarily in charge of Eastleigh. Next to him is 'Jock' Urie, younger son of R. W. and, on the right, T. S. Finlayson, Chief Draughtsman under Urie and Maunsell. Eric L. Forge Collection

Right: 'Lord Nelson' 4-6-0 No E858 Lord Duncan, at Stewarts Lane. LPC/Ian Allan Library

Centre right: 'Q' 0-6-0 No 532 at Eastleigh shed, 16 June 1938. A. E. Hurst

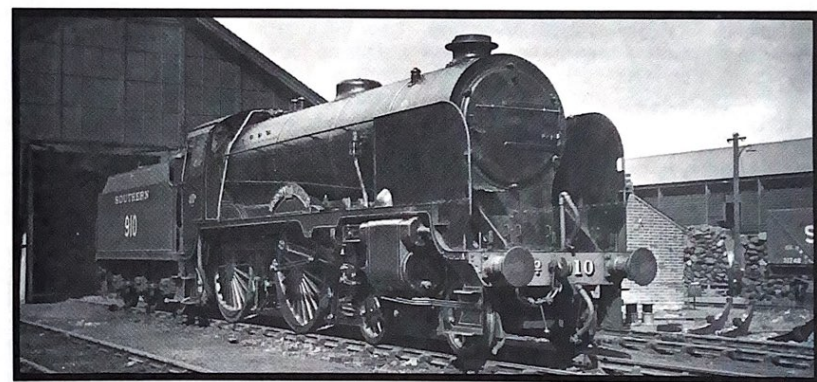
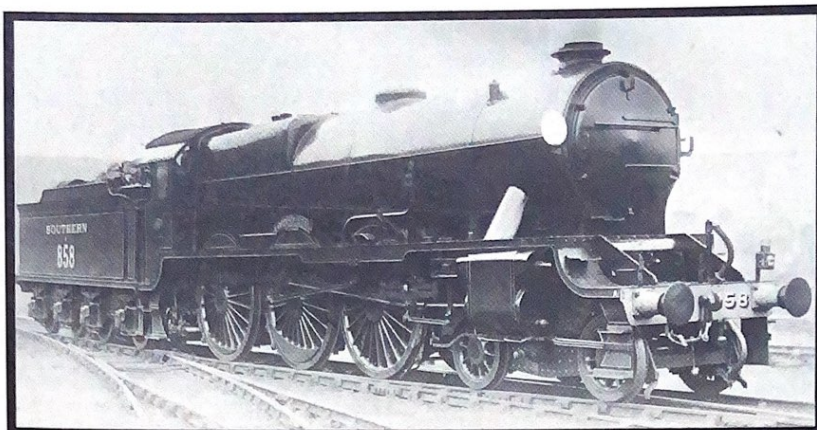
Below right: A fine study of 'Schools' No 910 Merchant Taylors in mid-1930s condition. Ian Allan Library

edge of his cloud, it probably wore rather a cynical smile at the sight of his successor trying to grapple with the problem that had defeated him. However, the smile was probably wiped off his face, as the engine which Maunsell produced was a much better proposition than anything Drummond devised, but if the smile persisted it was because he saw Maunsell fall into the same error of neglecting the design of the front end! The 'Lord Nelson' was eminently sound, fast and reliable, but the passages for the exhaust were unnecessarily tortuous, and the engine could never really develop its true potential. Some top-link drivers could do wonders with them, but a high degree of driving skill was demanded to get the best out of a 'Nelson', and this was not always forthcoming. Efforts were made to attain this last ounce: the wheel diameter was reduced on one, a longer boiler was fitted to another, a monstrous boiler of Pacific dimensions was tried on No 857, and the crank setting was altered to the normal 90 degrees on yet another. But until Bulleid came along, no one thought of a concerted approach to the problem of the cylinders and blastpipe, and by this time (1939/40) the 'Nelsons' never really had a chance to show what they could do in their altered state.

Returning to the early years of Grouping, Maunsell had applied the same treatment to Urie's goods engines as he had to the 'King Arthurs', with the same excellent results in the shape of the 'S15s' Nos 823 et seq. In the busy summer months it was not unusual to see these engines with their 5ft 7in dia driving wheels at the head of any number of relief expresses. Another point to his credit was that he had designed a much simplified superheater, and this in due time replaced the Urie Eastleigh pattern on all engines.

Maunsell's real winner was the 'Schools' class. Here, as usual, full use was made of standard parts. The boiler was a shortened version of that used for the 'King Arthur', and the motion was entirely 'Nelson', but the three-cylinder arrangement was adopted, and this proved highly successful. This hybrid rose was to turn out to be the pride of the nursery, and if ever an engine went everywhere and did everything, the 'Schools' did! Their performances in traffic have been adequately recorded elsewhere, but just one other point in their design is worth a mention. They were equipped with six-wheeled tenders of 4,000 gallons capacity. Now, because of the declared impossibility of installing water troughs anywhere on the South Western system where they would be needed, it had always been assumed that a double bogie tender of 5,000-gallon capacity (or, in the case of the 'T14s', nearly 6,000 gallons) was a 'must'. In the course of the

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turns worked by the 'Schools' was the 'Bournemouth Limited' on its non-stop run of 108 miles, and they got through on 4,000 gallons! The question must be 'was the 5,000-gallon tender ever really necessary?' I gather that there was not much water left in the tender when a 'Schools' reached Bournemouth, and if the Duke of Wellington had been on the footplate he might have declared that it was 'a damned close run thing!'

Finally, we come to Maunsell's last design, the 'Q' 0-6-0. For years there had been nothing between the 4-6-0 goods and the ageing 'Black Motors' and so the 'Q' was designed to fill this gap. Here I would like to introduce a personal note. On his periodical visits to Eastleigh, Maunsell always did me the honour to come to my modest office for a chat, and to ask if I had anything interesting to show him in the way of new tooling. His

courtesy encouraged me one day to jump on one of my favourite hobby-horses, the problem of what to do with exhaust steam. I spent some time extolling the advantages of outside admission piston valves and, greatly daring, got him to come with me to the erecting shop where there was a 'D15' 4-4-0 stripped down for general repair. I lured him up on to a shaky trestle to see for himself how you could look down from the base of the blastpipe *straight* into the cylinders! He did not say much at the time, but when he left he said, 'Thank you, Forge, that was very interesting. You have made your point'.

It is interesting that when the 'Q' class came out they had outside admission valves and a lovely clear exhaust bark. After that date, all engines designed at Eastleigh came out with outside admission valves!

(to be continued)

The LMS Unit Construction Stations

Adrian Jarvis

THE STATION at Bootle New Strand, formerly known as Marsh Lane, is one of the less inspiring lineside sights on a trip by rail from Liverpool to Southport. Probably only the welter of destruction of interesting buildings occurring nationwide caused me to give it a second glance. That second glance left an impression of a distinctive little building of the 'Brave New World' school of architecture which flourished briefly after World War 2, before being swamped by the more angular styles of the 1960s. After a year or two, this impression lurked in the back of my mind, along with the price of hake in 1912, the big end journal diameter of a 1951 Daimler DB 18 and various other things which readers might find fairly boring.

About ten years ago, a soggy walk around Blackburn during the course of a boating holiday produced a modestly priced three-volume work on the practice of welding, found in a junk-shop near the canal. It was the reading of this one equally soggy evening which revealed to me that there was more historical interest in Bootle New Strand than met the eye. It was, I learned, only the second station in the country to employ a modular prefabricated welded structure, and was the first of its particular design.

Despite an appearance typically of the 1950s, the station's story began in 1940, with the setting up by the LMS of a committee under the chairmanship of Sir Alfred Egerton, known as the Building Research Committee. The work of that committee generated a number of reports between 1941 and 1943. Plainly, in a postwar rebuilding exercise there was no question of producing minor stations to the lavish standards which had prevailed at the time of building of most of our major lines, if only because it might well provoke criticism from those rendered homeless by the war. If a new family of station buildings were to be designed it was highly likely that common desiderata could be formulated. These, as set out by the Committee were; that the structure should be capable of alteration to meet changing needs, either on differing sites or in differing conditions on the same site; that the structure could be speedily erected both for the sake of cheapness and to avoid disrupting traffic; that the materials be chosen freely to meet needs of, for example, finish and insulation, without being determined by structural needs; that the building should withstand the heavy atmospheric pollution and vibration to which most stations were subject; that cleaning and maintenance be as cheap and simple as possible.

Expressed like that, it all sounded like

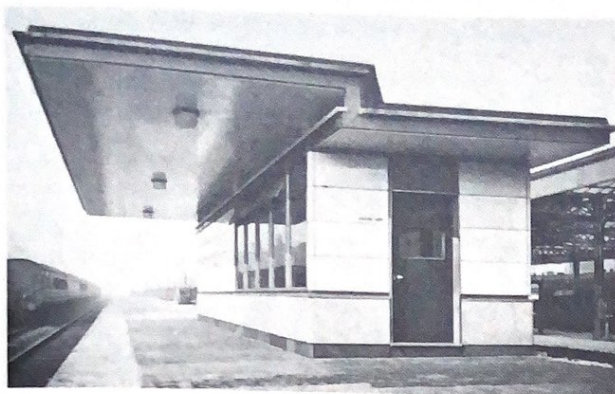
simple commonsense, which could well have been voiced by Joe Public without the need for a high-powered committee. What it amounted to was an intention to design a railway station strictly according to its function, possibly for the first time since the invention of the trainshed. Its achievement demanded something of a radical approach. It must be remembered that, although this occurred comparatively recently, we are considering a type of construction that has made very striking progress over the last 20 years or so.

If the building was to be adaptable for different sites and different forms of accommodation, plainly it had to be based on a dimensional grid — a modular structure as we now call it — and the grid chosen in those happy days before the arrival of the damnable metre was one of 3ft 4in. This allowed a variety of locations for doors and windows, to say nothing of the positions of internal partitions. The parts of the roof structure could also be standardised on the same grid, and in the case of Marsh Lane this was set at five units span, ie 16ft 8in. The building contained a general waiting-room, lavatories, station master's office and porters' (sic, plural!) room, which required a length of 24 units. This was by no means as long as such a building might be made, however, and so an answer had to be found to the problem of cumulative error in the walls if it should happen that the panels were not entirely accurate in overall dimensions. One way around this was, of course, to specify the components to very tight tolerances, but this would be expensive, and unnecessary. The alternative, which was adopted, was to make the wall structures and the roof more or less independent of each other, so that an inch or so on the total length of wall was immaterial.

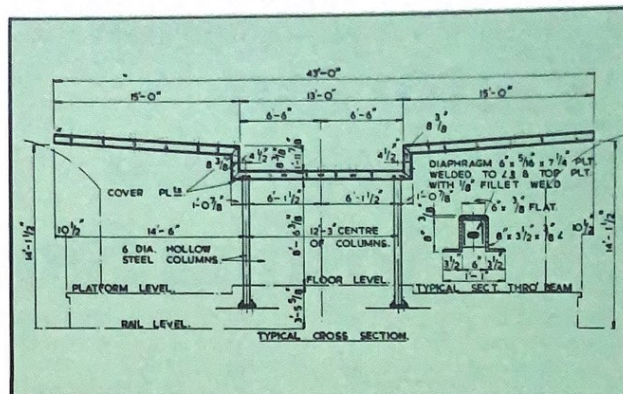
The roof was the part which involved new technology. It is true that electric welding had been in use since the beginning of the century, but as late as the 1940s it was regarded with profound suspicion in some circles and for some purposes. An elderly engineer of my acquaintance was once heard to remark that 'after you've made the joint properly, by riveting, a good weld will sometimes help to keep the rain out'. Boiler-makers, or more properly former boiler-makers working as inspectors, would not accept welding on any part of a boiler which was in tension, and seemed a little grudging even about those parts which were in compression. Some still appear to be getting dragged kicking and screaming into the 20th century. It is an incredible fact that the Widnes-Runcorn road bridge, an all-riveted structure, was completed as late as 1961. In the light of this legacy of scepticism about welding it is, perhaps, surprising that the



Left: Elm Park, LMS, in May 1935. This was an early all-welded steel awning roof. BR



Above: The somewhat notorious experimental LMS unit construction building at Queens Park (London). Never used for passenger traffic, it stayed in situ until the 1960s. Its general style was followed by Marsh Lane. BR



Above right: The arrangement of the steelwork for Marsh Lane station building.

LMS Building Research Committee came out in favour of the roof structure, which was also modular, being based on a welded steel frame.

The main supports consisted of 6in diameter columns spaced on 12ft 3in centres laterally, so as to fit within the width of four units (13ft), their longitudinal spacing being, as mentioned above, five units. On top of these sat the clever part, a double-cranked, fabricated beam which not only held up the roof, but formed the awning and provided for a limited clerestory lighting (over the roof) to prevent the platform being unduly dark when a train was standing. The beam was 43ft overall length, and built up in what was known as top-hat section, by welding two 8in x 3½in angles, webs outwards, to the edges of a 6in x 3½in flat. The cranking was formed by cutting the mitres and then butt-welding. This was a fairly flimsy set-up until welding was completed, and required somewhat sophisticated jiggling, together with much well-placed pre-heating to make sure that the structure assumed the shape that was intended. The complete beams were delivered on site and assembled to the columns by bolting.

This was a basically similar arrangement to that used in the prototype building at Queen's Park (London) station two years earlier. But there were minor alterations and one major one, namely the section of the beams; in their altered form it made much easier the fitting of the roofing panels, by allowing them simply to drop into place. A reasonable degree of rigidity was needed in the panels which at Marsh Lane were five units long. The method adopted is often attributed to the aircraft industry, but was in fact introduced by the builders of road carriages towards the end of last century, namely a stressed-skin, box construction.

Work had also gone into the design of the 'skin' of the walls, to achieve those desiderata of neatness and ease of cleaning. The panels were of vitreous enamelled sheet steel, a material chosen for its ability to resist

the corrosive atmosphere to be found wherever there were steam trains. Marsh Lane was on an electrified line, but we were dealing with a standard design, and Bootle's atmosphere was probably reasonably corrosive in any case. All the fastenings were concealed, and while we might question the tastefulness of the design nowadays there is no doubt that it was neat. Door and window frames were made of a greasy, tropical hardwood which could be left unpainted, surely the best way of reducing painting costs. Interestingly, considerable thought seems to have been expended on the production of a sill for the bottom few inches which would need to be resistant to the scarifying effect of the spindle ends of ill-conducted porters' trucks. This was evidently such a universal peril that it was considered necessary to adopt a pre-cast concrete slab with an exposed granite aggregate. Perhaps protection should have been given to passengers' ankles, or the design of porters' trucks might have been improved in some way.

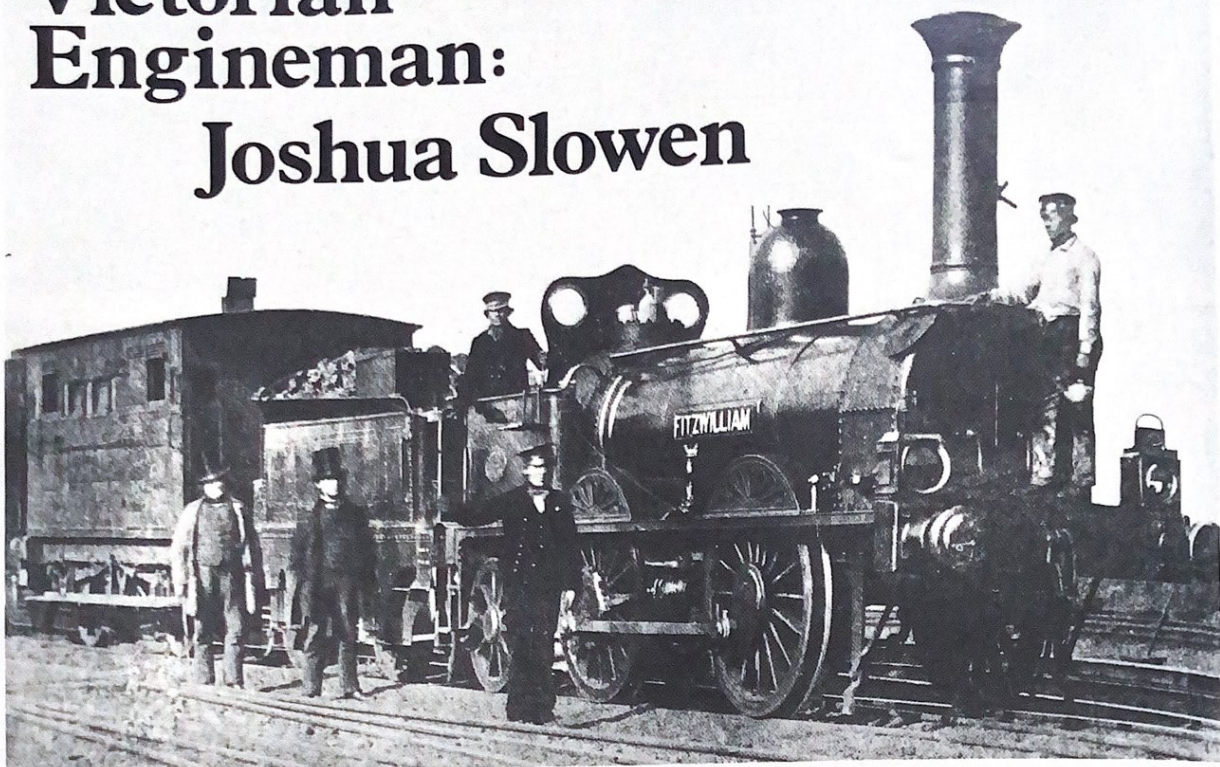
The heating, electrical and plumbing systems had also been designed into the grid,

as had the interior panelling (of stained and polished douglas fir) and the platform lighting under the awning. The result of all this forethought and prefabrication was that the buildings were strikingly economical in erection cost as compared with any form previously tried. The irony only dawned when I spoke to a friend in BR. 'Have such buildings lived up to their early promise?' The answer was that, by and large, they had: the design had fulfilled the desiderata. Unfortunately, it was no longer important to make a station proof against porters' trucks but vital to make it vandal-resistant. Eheu Tempora.

Below: The Marsh Lane building, by now Bootle New Strand, in May 1983. Time (and users) have not dealt kindly with the building, and in 1980/81 the awning on the approach side of the station was removed, and the wall panels replaced by a vandal-proof material. Gavin Morrison



Victorian Engineman: Joshua Slowen



BY FAR the best introduction to this colourful character is the photograph of South Yorkshire Railway engine *Fitzwilliam*, which is known to many railway enthusiasts. Joshua Slowen is the figure on the footplate, at the age of 24 — youthful for a driver. The photograph was taken at Barnsley in 1854 on the occasion of the running of the first SYR passenger train to that town. The service from Doncaster to Barnsley commenced in 1851, when the extension was opened, but was run by the Great Northern Railway. The reason for this was that the SYR was not equipped to operate the service, as it did not own its coaching stock at this time. The GNR ended the service at overnight notice, on 31 July 1854, and so the SYR was compelled to take drastic action. *Fitzwilliam* was the obvious engine to work the service, but coaches had to be hired from the Midland Railway, and Joshua was the driver chosen for the work. The GNR continued, however, to haul coal trains on the SYR. *Fitzwilliam* was numbered 3 in the SYR list and was built by Dodds and Son in 1849. It took the number 154 in the Manchester, Sheffield and Lincolnshire list and was replaced — probably scrapped — in 1871. Again referring to the photograph, which is an early record of a railway subject, one of the top-hatted gentlemen was named Blythe, a minor official on the SYR.

Joshua Slowen was born in Leeds in 1830 to a working-class family and had been made to work before he was eight years old. At that age, in 1838, an elder brother, who was working on the Preston and Lancaster at the

D. L. Franks

construction stage, on a visit to the parents took Joshua away from home to be a beer-boy (modern tea-boy) and nothing more was known of him until he surfaced on the SYR, except that he told the story himself upon retirement in 1903. He obtained a job with the SYR and soon became a driver; almost as quickly, he had his 'own engine' as was the practice in those days. Indeed, he had his 'own engine' for the next 34 years.

Much of this account appeared in the *Sheffield Independent* of 9 October 1903, in his life-story, as told to a reporter. Josh was 73 years old when he retired, his last job with the Great Central Railway being as pump attendant at Barnetby. The story (or stories) he told the newshound are almost beyond belief, and began with the matter of being taken from home by his brother. He explained that after the Preston and Lancaster job, he worked on the construction of the Bridlington and Hever line, then on the East Lincolnshire and, later, on the Mexborough and South Yorkshire (he got the title wrong). On these lines he was engaged as a 'horse-driver'. He came to Mexborough in 1848 at the age of 18 as a 'young 'un', although experienced in this field of railway work.

He continued: '(I) helped to get the first engine on the line at Mexborough, it weighed only 10 tons, and then (I) stayed at Mexborough, taking a job with the SYR.' The job was in the locomotive department and, in his

words, '(I) stayed and worked on until I became an engine driver and finally had charge of a passenger train in 1854 and took the first train into Barnsley'. When the SYR gained access to Sheffield on 4 September 1854, running to the Midland Railway's Wicker station via Meadow Hall, Josh 'had the honour of driving the first train for his Company' — meaning to Sheffield. His next remarkable achievement was to be the first driver to take a train to 'Thorne Lock', the original station at Thorne. The line ran on the canal bank from Doncaster, which the SYR built without Parliamentary sanction, because it was 'on their own property'. The train to which Joshua refers was the Board of Trade inspection special, because he had to 'sign the inspector's papers', a reference to a Captain Tyler. Signing the papers was an undertaking not to exceed six mph on straight track, with a lesser speed on curves.

It is alleged that on the inspector's visit the SYR officials were in fear and trembling because they had not provided passing places, nor a means of running round the train at Thorne. The story is attributed to a Mr Gracie, who was a goods manager in GCR and LNER days, and this account relates that upon arrival at Thorne the inspector was hustled off to a local to be well-lubricated. When returning to the 'station' the engine was at the correct end of the train and ready for the return to Doncaster. It is said that a gang of navvies lifted the engine off the line, pushed the coaches past and rerailed the engine — a tall story, no doubt! Joshua himself did not recount the

occurrence, which, the writer thinks, implies a lot.

The newspaper account of 1903 does not stick to any chronological rules. To continue, the next achievement that Joshua speaks of is: '... (I) opened the Sheffield by Mexborough line in 1872' (actually 1871). He got the name wrong, because officially it was the Rotherham branch and remained as such until recent times, connecting Mexborough with Tinsley. Nor do Slown's dates fit the actual ones, nor does he mention the temporary station at Rotherham. In wrongly following the chronology of events, he precludes the Meadow Hall to Woodburn extension, opened in 1864. Josh does not mention this, so it can be assumed he did not take the 'first train' over.

He then tells how he took the first train to Keadby Wharf station in 1859. This section was an extension of the original line from Thorne and also ran on the canal bank; again, it was built without Parliamentary sanction. Josh once more jumps a few years and says that he: 'took the first train over Keadby Bridge in 1863'. This is probably true, because when the bridge was tested on this occasion it was found unsatisfactory and further work had to be carried out. In fact, the first train proper, in 1864, the inspection special for the Board of Trade Inspector, was driven by a Keadby driver, who took the train to Grimsby, to inspect the Trent, Ancholme and Grimsby as well. Incidentally, the TAG met the SYR at Gunness Junction, not at Keadby Bridge.

Jumping back in time, the year 1859 was a red-letter one for Joshua. It was then that he first had charge of a train for Doncaster Races, something unusual for the doyen of SYR drivers. Nevertheless, he provided a

graphic account of this run: '... the train was made up of 30 carriages and wagons. Sad complaints were made by the ladies when they had to ride in the open as sparks from the engine set fire to their hats and furs. On this occasion two engines were used.' That leaves nothing to the imagination as regards the trials of train travel in 1859!

Joshua proudly told the reporter that he worked one train for so long that it became known as 'Josh's train'. With equal pride, he claimed that he was hearty and well and could do a 'good day's work along with the rest'. He concluded with the story of being in charge of a coal train travelling to Keadby Wharf, after the 'straight' line was built via Barnby Dun in 1864 in place of the canal bank alignment. 'I was making good running when I saw a North Eastern express coming from Hull for Doncaster; I could not stop clear for the express to pass, so put on all the steam I had, increased speed and just cleared the line for the express to pass me behind'. A good raconteur if nothing else! But, however one might like to scoff, it remains that he was a remarkable railwayman and had many exploits to his credit. Then the 1903 newspaper feature concluded, '... 54 years of railway service is something of a record.' Certainly, retirement at 73 years of age without a golden handshake makes present-day ways look silly. Subsequently, he continued to live at Barnetby, but that does not close the door on old Josh, for he had another service to perform for the line he loved so well, by now the GCR.

The *Daily Graphic* for Saturday, 9 March 1912 carried a picture of Fitzwilliam, with Slown on the footplate. It illustrated an article, along with other photographs. One of these was taken on the platform of

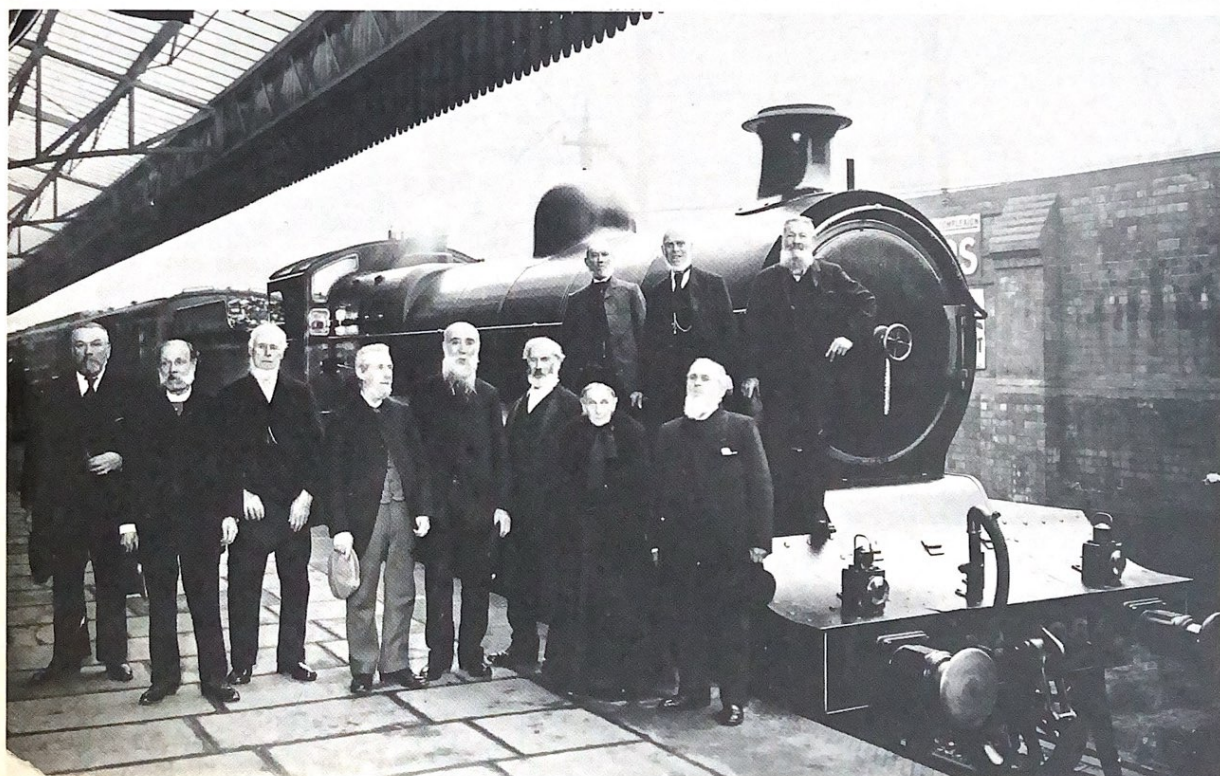
Marylebone station and Joshua stands just under the chimney of a GCR Robinson Atlantic, No 1094. The *Graphic* gave an account of why this photograph was taken, with Joshua accompanied by other old-hand railwaymen, all on a visit to London. It was the occasion when the Great Central Railway was being sued by the Balby with Hexthorpe Urban District Council for the restoration of a right of way. The case was heard in the Chancery Division over four separate dates in 1912: 23 February; 1 March; 8 March; and 5 April. Joshua and his compatriots were called upon to serve as witnesses in the case but were not required. The case collapsed with the Judge's declaration that no right of way existed and the costs were paid by the Council.

With Slown were seven other old railwaymen who appear in the photograph. They were: John Gott, 83; William Farrand, 80; William Mawson, 82; William Crossley, 78; John Burkinshaw, 78; John Simon; and George Stocks, 70. Mrs Mawson completed the group and the joke among the members of the party was that she could not trust her William in London with all those Piccadilly ladies at large!

In this manner, Joshua Slown fades from records as he did from life, a few months after.

Above left: South Yorkshire Railway No 3 Fitzwilliam, at Barnsley in 1854. Joshua Slown is on the footplate. D. L. Franks Collection

Below: Marylebone station, 1912. The party of retired GCR railwaymen (with Mrs Mawson) are visiting London, and pose near GCR 4-4-2 No 1094. Far left are two other members of the party. Joshua Slown stands on the locomotive, directly beneath the chimney, far right. per D. L. Franks



The Gresley Influence (Geoffrey Hughes, Ian Allan Ltd, 160pp, hardback, illus, £6.95). It is now over 20 years since the last engineering biography of Sir Nigel Gresley appeared. Since then, not only has more source material become available, but the reputation of HNG has continued to grow. Advising readers that his intention is 'to offer a portrait of the man and his engines', Geoffrey Hughes provides an often illuminating (and affectionate) study of an undoubtedly great engineer. Much of the comment on engineering and management is sound and sensible, and there are also useful insights, such as concerning the appointment of a CME to the LNER at Grouping, the day to day managerial control of the railway, the development of diesel and electric traction. There is also a trio of good chapters concerned with the boiler, cylinder and mechanical parts design of Gresley's locomotives.

Rolling stock recognition: 1 Coaching Stock (Colin J. Marsden, Ian Allan Ltd, 128pp, paper covered, illus, £3.95). As the number and types of loco-hauled passenger stock continue to decrease, interest in the fleet is heightened. For that reason alone, this new title is timely, and is greatly aided by the provision of an excellent set of photographs illustrating variations in design and fittings.

Steam Motive Power Depots (E. S. Beavor, Ian Allan Ltd, 128pp, hardback, illus, £8.50). Surprisingly little has been written for publication on the practicalities of operating the steam locomotive, and so this book from a professional railwayman (previously a shed master) is particularly welcome. Coverage includes coal, ash, water and the strategies and remedies for dealing with steam locomotive ailments. Nor is the design and layout of locomotive depots ignored and, in the course of an interesting and often amusing commentary, much of interest emerges. The wide range of photographs is complemented by full captions.

The Changing London Midland Scene 1948-83 (Michael Baker, Ian Allan Ltd, 112pp, hardback, illus, £5.95). Your reviewer has a sneaking feeling that one day a rail journey on BR will take an unexpected course and end-up in an area of true LMS 'Railway': Black Fives, Stanier coaches, concrete stations, characteristic semaphores — the lot. Of course, it can't happen, but Michael Baker's book is the next best thing, for it shows something of the survivals of the LMS, by virtue of the tradition as upheld by Euston House post-1948. There are some nicely judged 'atmospheric' touches which succeed in bridging old and new, and in drawing useful parallels.

Signalman's Twilight (Adrian Vaughan, John Murray, 196pp, hardback, illus, £8.95). *Signalman's Morning* was probably the best railway book to appear in its year, and it is tempting to say the same of *Twilight*. Steam railways have become nostalgia personified, but to very few indeed has the gift been given of lifting nostalgia into something more than a wallow in purple prose. One of the very few is Adrian Vaughan, and *Twilight* is simply a fine piece of writing, in which evocation, pathos and descriptions of moments of genuine drama are handled by a craftsman. It also shows something of the qualities of railwaymen. Greatly recommended.

The Power of the Class 56s (J. A. M. Vaughan and C. J. Marsden, Oxford Publishing Co, 128pp, hardback, illus, £7.95). The Class 56s will not go down in history as one of the happiest of locomotive types but, 10 years after it was decided they were required, they have become indispensable motive power for various duties. This book follows the normal style for the series, but seems a particularly

New Books

successful attempt to place the locomotives within their operational context, with a good selection of photographs. The only slight quibble is with some details in the introduction, otherwise a good effort.

South Coast Railways — Brighton to Worthing (Vic Mitchell and Keith Smith, Middleton Press, 96pp hardback, illus, £5.95). An excellent photographic survey of the LBSC Coast line between Brighton and Worthing, including local, branch and through workings, and intended as a commemoration of the golden jubilee of the Brighton electrification. Apparently, the absence of emu photographs pre-1950s in this book is explained by the intention to feature them in the next of this attractive series.

High Leicestershire and Holidays (photos by Collin Walker and Alex Ford, Leicestershire Museums, Art Galleries and Records Service, 30pp, paper covered, illus, £1.75*). Photographic coverage of the holiday trains from Leicester via the GN/LNW Joint line to Skegness and Mablethorpe in the 1950s is accompanied by a more general evocation of the Leicester-Melton Mowbray-Bottesford line. The Vale of Belvoir coalfield development may yet see something of a revival. A pleasing production. (*Or by post at £2.25 from Miss H. Stevens, Publications Assistant, Leicestershire Museums, 96 New Walk, Leicester LE1 6TD.)

South West Railwayman (Donald King, George Allen & Unwin, 96pp, hardback, illus, £7.50). Station staff seem to be a little more shy than enginemen in the business of railway reminiscences. This is a pleasant enough recollection of the Salisbury-Exeter line of the 1950s, in particular the Lyme Regis branch and its routines, with some attractive period photographs.

The Line Beneath the Liners (John W. Gahan, Countrywise Ltd/Avon Anglia, 80pp, paper covered, illus, £2.95). An interesting review of the life, times and atmosphere of the Mersey Railway from its beginnings to the present. While the choice of photographs is not to be faulted, the very coarse screen used has resulted in disappointing reproduction.

D&EG Locomotive Directory (D. C. Strickland, Diesel & Electric Group, 203pp, paper covered, illus, £5*). This is a record of every diesel, electric and petrol locomotive ever to have run on a British or Irish public railway. Brief technical details, history and disposal are given in what is clearly a useful and serviceable addition to railway publications. (*Available £5.50, incl postage, from D&EG Sales Dept, 21 Farm Road, Frimley, Camberley, Surrey GU16 5TG.)

Didcot Railway Centre (Great Western Society, 36pp, softback, illus, £1.20). The latest guide to Didcot, and a very well-presented effort, too, with much use of colour, good photographs and clear descriptions aimed at the general reader.

24 inches apart (Sydney M. Moir, Janus Publishing Co, 182pp, hardback, illus, £6.50*). This book, dealing with the 2ft gauge railways in the south-west of South Africa, first appeared in 1962. It has now been reprinted, with some revisions, although its coverage has not been taken beyond 1962. On enquiring why the book has not been extended to cover the last 20 years, Janus Publishing Co advises that, now in retirement, Mr Moir has been able to complete his original intention of producing four volumes to cover all South African common-carrier narrow gauge railways — the

next two will be *Copper to the Coast*, the Port Nolloth-O'okiep copper line and the 2ft gauge lines of the Transvaal and Natal. Apparently, none of these will feature the post-1969 period because, in the words of the publisher, 'after the sixties, the Avontuur and the Natal branches became much of a muchness'. (*Available from Ewan Davies & Company, 18 Park Grove, Cardiff CF1 3PP plus £1 for p&p.)

Steam Up! — a railwayman remembers (Frank Fernyhough, Robert Hale, 237pp, hardback, illus, £8.95). The author joined the LMS at Hanley in 1927, thereafter working in clerical and administrative jobs, becoming a relief stationmaster by the outbreak of World War 2. Later, he was to join the press side of the newly formed BTC. One must say that this is the point in the story at which interest rapidly declines and the last one-third of the book is a rag-bag of reports on developments and not very remarkable first-hand experience and so is disappointing. However, Mr Fernyhough's first-hand reporting of day to day railway work is good and clear and provides an entertaining account of the LMS in the 1930s.

On the Right Lines (Bert Stewart, Peter Watts Publishing, 128pp, paperback, illus, £2.95). The author started his railway career at Lostock Hall as a shed labourer in 1940 and resigned from the service as a driver, in 1969. There is much of interest relating to his footplate work on (and interest in) *Sir Nigel Gresley* after its restoration at Crewe in 1966/67.

Gresley Locomotive Album (Nick Pigott, D. Bradford Barton Ltd, 96pp, hardback, illus, £6.95). In this publisher's usual style, this is a pictorial album, and it covers Gresley classes at work in BR days. Incidentally, the author's view that the Pacifics were downgraded when working express freight turns is simply not true, and indeed of all the British railways' Pacifics the Gresley types were probably the most proficient at this work. The quality of photographs varies considerably, but there are some interesting latter-day views.

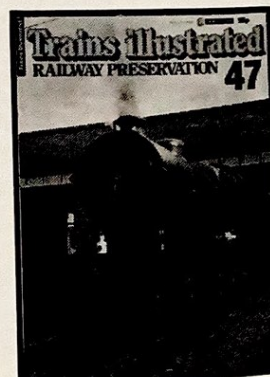
Jane's Railway Year (Ed Murray Brown, Jane's Publishing Co Ltd, 175pp, hardback, illus, £7.95). This title, first published last year as a review of 1981, makes its reappearance to feature 1982's developments on BR, LT and on private railways. Perhaps not such good value as last year, in view of the price increase, it is nonetheless an excellent survey, with full, informative captions, and much 'inside' briefing, accompanying 330 well-chosen colour and black and white photographs.

Trains Illustrated 47

On sale 12 June, 40pp incl 4pp colour, 95p

Features include:

- ★ Keeping them running at Didcot Railway Centre
- ★ What's left of the Great Central?
- ★ Lion around



An afternoon at Abergavenny Jn

Sir,

May I congratulate Mr Pember on a very informative article (March)? Incidentally, Varleg on the map should read Varteg.

To bring the article a little more up to date, upon Nationalisation, Abergavenny Junction, Tredegar and Blaenavon sheds all became 86K as part of the Newport Division of the Western Region. The line's LNWR identity was retained until closure in 1958. Abergavenny Jn shed's last fling came on 5 January that year when 'Coal Tank' No 58926 (now at Dinting) and 'G2a' 0-8-0 No 49121 were prepared for the Stephenson Locomotive Society's special last train from Abergavenny to Merthyr. The 'Coal Tank' had been used earlier as a static boiler at Pontypool Rd and was redundant in Abergavenny yard for a couple of years previously.

M. VRETTOS
Newport, Gwent

Sir,

The Tuesday market day train referred to in Mr Pember's article survived until after World War 2, returning from Abergavenny Brecon Rd at noon to Brynmawr; in the reverse direction, the regular 7.30am from Merthyr was used. Mr Pember mentions travelling up to the Junction at 1.48pm on a Saturday in 1948. The previous year this train was so well patronised that it had a relief between Beaufort and Abergavenny Jn. This working was shown in the timetable as an SO service from Brecon Rd-Ebbw Vale, but was only shown in the reverse direction as between Ebbw Vale and Brynmawr. It left Brynmawr about 1/4 hr before the 12.20pm from Merthyr and was worked by a 'Coal Tank', with an Ivatt 2-6-2T on the regular train.

'14xx' 0-4-2T No 1422, referred to in the article, was almost certainly the Golden Valley engine returning. The freight left Pontrilas at 8am and proceeded up the branch as traffic required, not always going through to Hay. As on this day it did not return until 3.30pm, No 1422 had probably been through to Hay. This engine was normally used on the Pontypool Road-Ross 'auto'. For a long time the regular Golden Valley engine was non auto-fitted No 5818, housed in the small shed at Pontrilas.

J. F. BURRELL
Bristol

Why the Great Eastern?

Sir,

Regarding Mr T. A. Simister's article (June), there was indeed a query in British Columbia railroad history before the Pacific Great Eastern (PGE) was renamed British Columbia Railway (BCR) in April 1972.

It had been known as neither Pacific, Great or Eastern but this was the title nevertheless which the Howe Sound and Northern had adopted in 1912 to commemorate its financial backer, the English Great Eastern Railway. I am sure that this intriguing footnote in railway history will not have been overlooked in the research of the Great Eastern Railway Society as few railways can have differed so dramatically in their respective histories or the terrain covered.

R. R. MESTER
Machynlleth

Right: One of the supposedly camera-shy Gateshead 'A4s', No 60020 *Guillemot*, takes the up 'Flying Scotsman' through York in February 1950. E. D. Ginz

JULY 1983

Letters

Ready for the season

Sir,

The picture on page 256 (May), showing *Lydham Manor* steaming from Paignton with a heavy train will no doubt intrigue the locomotive superintendents and shedmasters of all steam-operated railways, apart from cost-conscious directors.

The appearance of the tender in the photograph suggests that it is not only completely bare of coal, but that it is in a glittering condition and that its surface has never been sullied by such dirty stuff.

One may read in the Scriptures of occasions when the Almighty created fires which did not consume what appeared to be their fuel, burning bushes forming one example, and I wonder whether a minor miracle has been vouchsafed to the DVR, and (if so) whether the Company would be prepared to give away, sell, or even franchise its secret.

M. CONGDON
Medstead, Hants

A Taff Vale coach — can you help?

Sir,

Following our successful restoration of an ex-GWR Mink 'A' van, No 96302, our school railway group has purchased the coach body of an ex-Taff Vale brake third, No 220, built 1891. Before restoration can begin we need details of the frames, brake rigging, etc so that these can be constructed. If anyone can furnish us with details of these, or can suggest any sources of information, I would be extremely grateful to receive these at the address below:

PHILLIP COLES
Group Secretary,
Railway Preservation Group
Brynteg Comprehensive School
Ewenny Road
Bridgend
Mid Glam

Railway postcards

Sir,

Within recent years renewed interest has been shown in the onetime prolific series of coloured railway postcards. In the 1950s, J. D. Goffey produced a valuable catalogue which appeared in *The Railway Pictorial*. The first part dealt with the coloured cards produced by the Locomotive Publishing Company during the years 1904-27.

Apart from three initial cards with multiple views and 28 in the 'Knight' series produced in 1904, no fewer than 286 appeared over the name 'F. Moore' or the initials 'F.M.'. In the years 1907-14 this prolific painter is credited with 175 pictures in the postcard series alone. In addition to this, regular colour plates appeared in *The Locomotive Magazine* and *The*

Wonder Book of Railways as well as other publications of the period. Other oil paintings produced included the view of York, which has more recently appeared as a record sleeve, a panorama of Southend-on-Sea station and many others. I possess a postcard-size original picture of the Oxford and Aylesbury train with its 'traction engine'.

In the years 1928-39 I often visited the 'Loco Pub' at its offices in the shadow of St Paul's Cathedral, and during the earlier part of this period would sometimes see 'F. Moore' at work. I clearly remember seeing the artist painting a large, lightly-printed photograph of LNER No 4476 *Royal Lancer* standing outside King's Cross shed, a picture that later appeared on the cover of *Locomotives of the LNER Past and Present*. I was told that this gentleman's name was Mr Rudd.

It has been recorded that the firm of 'F. Moore' was started by the three Bell brothers in 1895, later becoming the Locomotive Publishing Company. One assumes that it was purely a trading name and it seems fitting that, for record purposes, the name of the artist should be established. It may well be that there was more than one painter. Since all the pictures were reproduced from painted photographs, the standard of accuracy is almost uniformly good, but some differences in style are discernible. In the series of tunnels there was a rare lapse in accuracy, as, except in the case of the views of Shakespeare Cliff and Ipswich Tunnels, the trains were superimposed. Two views of GW trains and one of a GC four-cylinder 4-6-0 on the GN main line, in the 1922/23 series, were particularly inferior.

I wonder if any of your readers can throw light on this matter and help to identify the artist or artists who were concerned? The coloured cards are, of course, becoming scarcer and usually sell at fairly high prices. As time goes on it will become increasingly difficult to establish the facts and it would be a pity — and an injustice — if all record of the painters of this fine series of pictures becomes completely forgotten.

V. R. WEBSTER
Ravenshead, Nottingham

Steam over Stainmore

Sir,

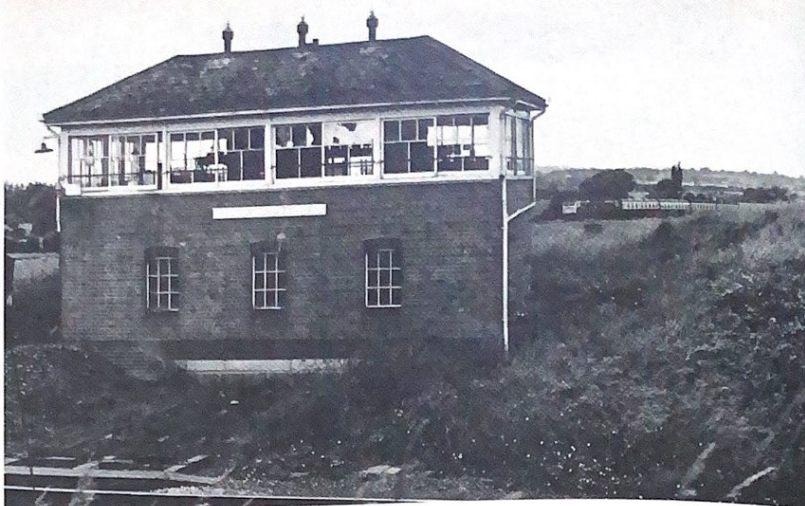
To take issue with Mr A. G. S. Davies (April), the days of 'J21' 0-6-0s on the Stainmore line passenger services were over by the end of 1954, never mind the 'late 1950s', and of the 'J25' 0-6-0s on goods and mineral trains, by the end of 1955.

On my first trip over the line from Darlington to Barras on 5 June 1954, BR Standard types were well and truly in charge. However, 'J21' No 65098 hauled the 11.28am Kirkby Stephen-Darlington passenger, and its load was one four-wheeled van and three bogies. It was banked by a BR '2' 2-6-0.

A speed of 60mph may never have been attained over Stainmore by a train, but Mr



Right: *Wiltshire Triangle* (April *Railway World*); The Thingley Junction-Bradford Junction line has been rerieved under the Westbury resignalling, but a few days after this picture was taken of Bradford Junction signalbox on 26 June last year, the cast box nameplate was removed. Peter W. Durham



J. W. Armstrong, whose relatives fired and drove on the line for many years, records a little 'D23' 4-4-0, No 372, with four bogies and three six-wheelers, clearing the summit at 30mph and Tennant 2-4-0s running into Kirkby Stephen at up to 70mph!

Mr Davies should have mentioned the single line stretches, where tablet changing requirements interrupted faster climbing of the banks, as at Winston and Coal Road.

Incidentally, on an occasion when a banker was unavailable at Kirkby Stephen, a Darlington driver brought nine LNER bogies, approx 300 tons tare, over Stainmore with an unassisted 'J21'. When he got back to the shed, he was asked, 'And what were you trying to prove?' The maximum load for a 'J21' in this direction on freight and mineral trains in 1907 was only 240 tons, and considerably less when they began to work passenger trains regularly.

As to the maximum speed possible with a 'J39' 0-6-0, Alnmouth-based engines were run at up to 60mph between stops on the 5.07pm ex-Newcastle 'Alnwick fast'. 64mph was recorded on the GE section.

From about 1958, some of the magic returned to the Stainmore line when some prodigious loads were noted on the evening Darlington West Yard to Kirkby Stephen goods. Usually it was double headed and banked, and often during wet weather, a fourth engine (always a 'J94' 0-6-0ST) would bank out of the sidings as far as Hoptown signalbox.

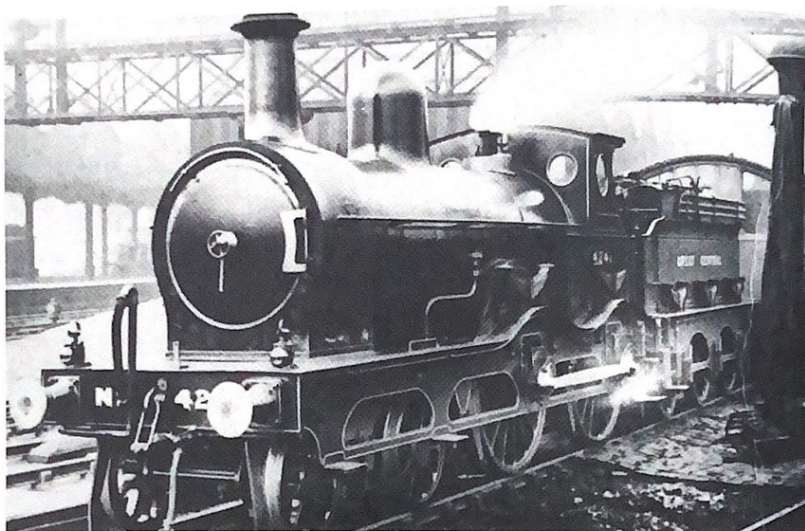
J. F. MALLON
Darlington

The Wheldale Austerity — and others

Sir,
Events had overtaken the publication of my letter on the above subject (April) with the preservation of Hunslet Works No 3889, the penultimate standard gauge locomotive built in Britain, at Quainton Road, ex-NCB Cadley Hill. Now there are 50 examples of this class preserved in the UK.

HORACE A. GAMBLE
Leicester

Below: 'B17' preserved? The subject of the letter on this page, No 61633 *Kimbolton Castle*, approaches Spalding in June 1954 on an East Anglia-North of England express. P. H. Wells



Above: GCR *Sacré* 4-4-0 No 424 at Sheffield Victoria with laundry van behind the engine (June *Letters* refers).

Wiltshire triangle

Sir,
I was interested in Mike Arlett's article (April) having recently travelled on the Trowbridge-Melksham-Chippenham line. The train was the timetabled 09.14 Sundays Exeter-Birmingham and Newcastle, one overlooked by your contributor. The route taken was via Yeovil (Junction and Pen Mill), Westbury, Bradford South and North Junctions, Swindon, Oxford and Solihull to Birmingham New St. The scheduled stops were made at Westbury, Swindon and Oxford. Until 2 January this year, the train went as far east as Reading, and from 3 April the departure time was brought forward to 08.45 from Exeter.
JOHN SEARLE
Credton

Has a 'B17' been preserved?

Sir,
I was interested to see that *Locomotives Illustrated* 34 is to feature the 'Sandringhams', the 'B17' 4-6-0s. Are you aware of the current fate of No 61633 *Kimbolton Castle*? This engine spent several days in the sidings at Peterborough East station, early in 1959, bereft of nameplates before being hauled 'dead' to a siding near Kettering. After spending the night beside the Midland main line, it was eased several miles down a disused mineral line (to Cransley?) by a diesel shunter, and stored in a lineside farm building, covered with oil-soaked potato sacks and bales of hay. The purchaser took great pains to make trespassers unwelcome.

I have reason to believe that the engine was still there in 1968, hidden and forgotten, and by then the mineral line connection with BR had been taken out. By 1969, I had left England, and I have always expected to read that the 'B17' had arrived at one of the various preservation sites.

JOHN BOTTERILL
Lima, Peru

(Well, you disprove it! Ed)

RAILWAY WORLD



The Lincolnshire Coast Light Railway



a little line with a lot of history

SOUTH HUMBERSIDE is not an obvious venue for the railway enthusiast interested in preservation. It can only muster a standard gauge steam locomotive in a playground (at Scunthorpe), a miniature railway with a claimed, but unlikely, gauge of 14½in (at Cleethorpes) and a narrow gauge line less than a mile long. The last is the Lincolnshire Coast Light Railway, a little line with a lot of history for despite being less than 25 years old it has a special place in railway annals.

In the late 1950s, the only way a railway enthusiast could work on a railway for pleasure, rather than as a source of employment, was to cross the Welsh mountains to Towy or Portmadoc (as they then were). At this stage, the early standard gauge preservation pioneers, the Bluebell and the Middleton lines, were only at the talking stage of their development. Few, if any, were sure that enthusiast-run standard gauge operations would be practicable. By contrast, the narrow gauge could demonstrate relative success. Residents of Lincolnshire faced a journey across the width of England before even reaching Wales so regular visits to the narrow gauge pioneers were out of the question.

In 1958, a group of Lincolnshire-based enthusiasts decided to investigate the possibility of building and running their own narrow gauge railway. Some had been involved with the Tallylyn and Festiniog; indeed, William Woolhouse — now the LCLR's General Manager — was responsible for duplicating the notice calling the meeting held at the Bristol Railway Circle in 1951 to set up a committee for what was to become the Festiniog Railway Society. Their involvement with Wales meant that they were aware that the Welshpool & Llanfair had been closed by BR in 1956 and considered that the line might be a

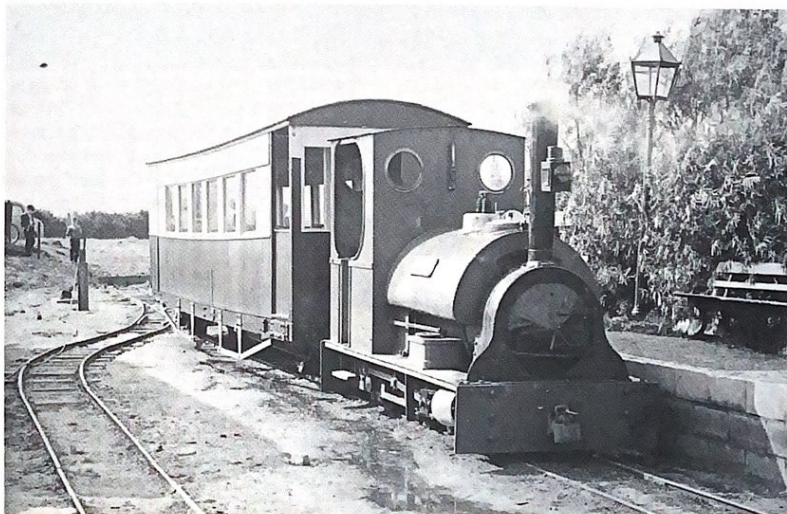
Peter Johnson

source of rolling stock. The question of a suitable location remained until William Woolhouse was taken to see a site south-east of Cleethorpes, near the sandy beaches of the Humber estuary, alongside the main road and just outside the built-up area. Like most of Lincolnshire, the terrain was such that not much in the way of earthworks would be needed in constructing a railway. An application for a lease was made to Cleethorpes Borough Council who owned the land — strictly speaking a reply is still awaited! In the absence of a reply, another location nearby was investigated. This lay within the control of the Grimsby Rural District Council and was three miles from the centre of Cleethorpes, just outside the village of Humberston. The application was considered favourably (the Council's Clerk had seen the Welsh lines when on holiday) and a five-year lease was granted to allow the construction of a line nearly ½-mile long. The railway would run between a sea defence known as St Anthony's Bank, and a private road to the beach. As to potential traffic sources, the line started about 200yd from the bus terminal at North Sea Lane and terminated near the edge of the massive Fitties

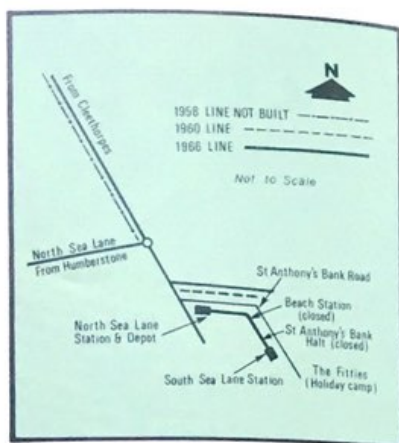
holiday camp and the beach. The inland terminus was determined by the boundary between the two local authorities. The rent was — and is — £50 annually plus 5% of the traffic receipts.

The progenitors of the scheme thought that an operating society, such as the Tallylyn Railway Preservation Society, would not generate enough support for the project, with the result that the Lincolnshire Coast Light Railway Co Ltd was formed with a capital of £2,500 in £1 shares. As it is a closed company the number of shareholders cannot exceed 50. Four directors are elected to the Board; those currently holding office are J. R. Burdett, Chairman, with responsibility for engineering matters; F. Boothby, Treasurer; W. Woolhouse, General Manager; and E. J. Draper, responsible for publicity matters. Messrs Boothby and Woolhouse have been involved with the project throughout its existence.

Construction of the line started in April 1960 when a bulldozer was hired to clear a formation for track and stations. One-time War Department track panels, to 2ft gauge and consisting of 20lb flat-bottom rail, were acquired from the Nocton Estate Railway and these were laid on to ash ballast. Run-round loops were installed at each end of the



Right: Early days — a summer 1962 view of the LCLR on its old formation with Peckett 0-6-0ST Jurassic and ex-Ashover coach at North Sea Lane terminus. W. J. K. Davies



Above left: North Sea Lane station on its old site, as at summer 1962. Two-road engine shed (centre) and platform to the right.

W. J. K. Davies

Left: The LCLR's tenth anniversary special of 31 August 1970. *Jurassic* at South Sea Lane.

G. Nuttall



line. As the steel sleepers rusted away they were replaced by standard gauge timber sleepers cut in half. Each terminus had platforms and they were named North Sea Lane and Beach respectively.

The Nocton Estate is near Lincoln and is one of the sources of potatoes used in the manufacture of Smith's crisps. For internal transport of the potato crop, it was provided with a railway in 1920, and ex-WD materials were used. During the 1950s, as so often was the case, it was decided to replace rail movements and reduce handling costs by converting to road transport. Hence much of the railway material came on to the market as the LCLR was being conceived. The infant railway was to acquire from the Nocton Estate about 700yds of track, two diesel locomotives, one coach (indirectly), two bogie vans, eight bogie wagons and six four-wheel wagons.

During 1960, Nocton generated one locomotive, the bogie vans, two bogie and five four-wheel wagons. The vans were intended to be converted into passenger coaches, but time was against the railway builders so one of the bogie wagons had its upper works rebuilt and seats fitted — the job was done in four weeks! This vehicle was scrapped in 1964. The locomotive was *Nocton No 5*, a Simplex-built Motor Rail, Works No 3995/26. On the LCLR it was at first named *Paul* and nameplates were fitted, but by the late 1960s ran nameless although officially known as *Nocton*. Its original LCLR identity was restored when the second Nocton locomotive arrived in 1969. *Paul* was fitted with a new body at North Sea Lane and was at

first painted blue, later running in a green livery when nameless. It is No 1 in the LCLR stocklist. The vans from Nocton had been constructed as ambulance vehicles for the WD and were fitted out to carry stretcher cases. At Humberston, they were used for storage and painted red. In 1969, one of them was adapted for use as a mobile booking office, being shunted into the loop at South Sea Lane when required. This vehicle left the LCLR in August 1982 when it was sold to the South Tynedale Railway Preservation Society. The other remains in use as a tool van. The vans and four-wheel wagons have numbers in the locomotive sequence. The bogie wagons have been used as a source of bogies and underframes for the coaching stock.

Tracklaying was completed in August 1960 and Mrs S. C. Tovey, the wife of one of the directors, performed the official opening on 27 August. The first train consisted of No 1 and the open coach. In the three weeks remaining of the 1960 season, 8,242 passengers were carried which generated traffic receipts of £148 against operating expenses, the cost of forming the Company and overheads totalling £314.

During its first winter the first steam locomotive arrived in the shape of *Peter*, a Bagnall 0-4-0ST (2067/18) owned by the Narrow Gauge Railway Society and formerly used at Cliffe Hill Granite Quarries of Markfield, Leics. A second open coach was built, a passing loop was laid half-way along the line, and plans were made for a shed to accommodate the rolling stock. However,

the Bagnall was not in working order and although parts were obtained for its repair very little was done and it left the line in 1963. It is now in the custody of the Brockham Museum Trust. The second open coach was a much sturdier affair and is still in traffic; it was turned out in a maroon livery, as was the first.

In 1961, the LCLR opened at Easter, Whitsun and from the middle of June to the middle of September. Nearly 60,000 passengers were carried and traffic receipts exceeded £1,000. However, the books still failed to balance, mainly due to the purchase of two coach bodies intended to provide covered passenger accommodation. These were built by the Gloucester Carriage & Wagon Co Ltd in 1926 for the Ashover Light Railway. After passenger traffic had ceased in 1936, they were used for storage purposes and in the early 1950s were 'modified' to provide viewing facilities at the local sports ground. One end of each coach was removed, as were the windows and frames on one side and the seats, and the remaining windows were boarded up. In this form they arrived at Humberston in July 1961. One Ashover body was taken in hand immediately, entering traffic the following spring mounted on Nocton bogies and painted maroon and cream. Reversible tram seats were fitted in both carriages and these came from Glasgow and Leeds. The second Ashover coach entered traffic in 1964 in a blue and cream livery later applied to the first conversion. The tram seats were later replaced by first-class seats from scrapped Derby-built lightweight dmus. However, a set of tram seats was refurbished and restored to one of the vehicles in 1982.

In June 1961, the LCLR received two

locomotives from the Rugby Portland Cement Co at Southam. *Jurassic*, a Peckett 0-6-0ST (1008/03), was in service for the last week of the 1961 season and when available worked at weekends, until 1975. This locomotive, LCLR No 2, is currently being retubed and it is hoped to have it in service this season for its 80th birthday. The second locomotive from Southam was a 27/30hp Ruston diesel (168437/33). Named *John* initially, it was later officially named *Southam* and became No 3. Difficult to start and slow in running, No 3 was withdrawn in 1966 and scrapped in 1968. The number was later allocated to *Elin*.

Before the LCLR opened for the 1962 season, a two-road engine shed, a booking office and extra siding space were constructed. Trains ran at Easter and from June until the middle of September. At peak times five trains an hour were run. It was about this time that push-pull working was introduced and a regular driver was employed, Bert Green, then recently retired from King's Cross shed. He became General Manager in 1963 and retired in 1969. The 1962 summer season was poor, only 49,681 passengers being carried, but the operating loss was reduced to less than £20. The poor results were attributed to the weather and 'the general economic climate of short-time working and redundancy in industry' — a familiar cry 20 years on.

In 1963, a loss of £131 was made after carrying 42,019 passengers. The railway was promoted as 'The Meridian Line' because it crosses the Greenwich meridian. More significant was the start of negotiations with Grimsby RDC with the aim of extending the line. The following year, agreement was reached for the LCLR to move to a new site on the south side of St Anthony's Bank Road to enable the line to be doubled in length. The extension was considered important in order to meet competition offered by a minibus service around the holiday camp. A new outer terminus, to be called South Sea Lane, would be more convenient for the holidaymakers. A platform and loop would be provided at Beach, close to the existing terminus, and at St Anthony's Bank, between Beach and South Sea Lane. In 1963, another Simplex (MR 7481/40) came to the line, and was previously at Humberston Brickworks; it was named *Wilton* and became No 4. The LCLR fitted a cab and bonnet which were painted blue. Air brakes were fitted in 1980.

About 60,000 passengers were carried in 1964 and for the first time a profit was made — £50; this was set against an accumulated

deficit of £390. Paid staff ran the 1965 service, enabling the volunteers to concentrate their efforts on essential maintenance. Repairs to *Jurassic* resulted in a loss of £243. Meanwhile, the passing loop was removed; it had only been used for storage.

Construction of the new line commenced early in 1966 and by 15 August had reached a state which allowed a service to be operated over most of its length. The original formation was then abandoned, the transfer of stock being achieved by building a temporary connection across the road. Construction was completed in October. Most of the original track materials were reused, and were laid on spent BR ballast. The extra rail required came from the Penrhyn Slate Quarry; it was slightly heavier at 25lb/yd, and laid on BR sleepers cut in half. A run-round loop was put in at each terminus although the trains continued to operate as push-pulls. The route comprised two straight lines joined by a sharp curve at Beach.

The tremendous effort involved in building the new railway while operating the existing line proved to be worthwhile — the accumulated deficit was reduced by £170! The sale of souvenirs and refreshments had played its part in this satisfactory result. Construction work was financed by loans made by shareholders.

In 1967, the LCLR took delivery of a third closed bogie coach. This was built in 1924 by Robert Hudson of Leeds for Sir Robert Walker's Sand Hutton Light Railway, near York. This was an estate railway which had been regauged from 15in

to 18in and the coach had been built for the wider gauge. After the line had closed in 1932, the coach became a pavilion at a local cricket ground — shades of Ashover! An ex-Norton underframe was provided and the coach entered traffic in 1970; it was repainted in its original distinctive brown livery in 1982.

A combined station and carriage shed was built during the winter of 1966/67. The new facility was considered necessary to combat an increasing amount of vandalism being inflicted on rolling stock left in the open. The engine shed was re-erected on the new site in 1968. The space between the two structures was enclosed during the early 1970s, giving additional covered accommodation and a space which is to be developed as a workshop.

Two more Simplex locomotives (MR 8622/41 and 8874/44) arrived in 1968. They had been in military service and were bought from a dealer in Chesterfield. No 8874 became No 5 *Major* and was finally overhauled during the winter of 1981/82 and fitted with air brakes, a new cab and a bonnet. Its nameplates have not yet been refitted and it may be renamed. The cabside carries a brass plate which reads *Rebuilt North Sea Lane, 1982*. No 8622 became No 6 and has not been named officially; unofficially it is called *Gricer*!

The last Nocton locomotive arrived at North Sea Lane in 1969. This was another Simplex (MR 1935/20) and was the first and last locomotive to be used at Nocton. It became No 7 *Nocton*. Another steam loco-



Top right: Simplex No 5 at North Sea Lane, 15 July 1982.

Right: No 5 and Ashover coach at South Sea Lane. Note air brake fittings on locomotive. As both platforms are on the same side, locomotives and rolling stock have doors on one side only. Both: Peter Johnson



motive arrived in 1969. This was *Elin*, an 0-4-OST Hunslet (705/99), latterly at Penrhyn Slate Quarry. It was made serviceable in 1974 but was not used once it was found to damage the track. The only privately owned locomotive on the LCLR, it is said to be in good order but probably requires boiler repairs before it can be used. The Beach loop was removed during the winter of 1969.

The 1970s saw the LCLR settle into a routine which effectively resulted in its being by-passed by the world at large, and although passenger figures gradually declined, there were fluctuations from year to year. The local minibus service became a fully fledged service to Cleethorpes so the Railway ceased to provide a useful service for many of those staying in the holiday camp. As some compensation, 1979 saw the establishment of a Sunday market nearby. The decline in holiday traffic resulted in a reduction in the operating season so that the Railway opened only on Sundays outside daily operation from mid-July to the end of August. The finances of the Company also fluctuated but most operating seasons during the 1970s were profitable. The local government reorganisation of 1974 caused the Railway's name to be something of a misnomer as north Lincolnshire now formed part of south Humberside.

If the 1970s had been a period of steady if uneventful progress for the LCLR, the transition to the 1980s was fraught. In 1979, a youth, who had previously been warned of the dangers involved, attempted to board a moving train. He slipped and was crushed between the carriage body and its bogie, later dying of his injuries. As a result, there was a visit by a member of the Railway Inspectorate. His requirements resulted in the closure of the halts at St Anthony's Bank and Beach (it was not considered worthwhile to extend the platforms to the length required); modifications to the carriage doors; a stipulation that all trains should be hauled in place of push-pull working and the fitting of continuous brakes to locomotives and rolling stock.

In June 1980, a guard slipped and fell between a platform and a moving train. Although serious, his injuries were fortunately not fatal but the Directors at first decided that the Company should cease

operations 'pending an appraisal of future trading prospects', but in fact the line was reopened six weeks later. The requirements of the Railway Inspectorate caused a big increase in the operating deficit so the shareholders were invited to provide loans to finance the increased capital costs. The coach from the Nocton Estate arrived at Humberston in 1980. It had been used as an office and a store and remains in a semi-derelict state, but will be restored when time permits.

About 30,000 passengers were carried in 1981. Half of these were carried on Sundays when three-coach trains were run at 15-min intervals between 09.00 and 18.00. On the weekdays of the daily running period trains ran from 10.00 until 17.00 at 20-min intervals. About 2,500 passengers were carried on the Sunday of the Late Summer Bank Holiday.

For about 15 years the single fare (adult or child) was 6d/2½p. It was increased in recent years and was 15p for adults and 10p for children, until the decision to reduce fares to 10p single for the 1983 season! Seven-day season tickets have been issued in the past. Card tickets printed by Williamson's of Ashton under Lyne were used for many years. For such a short line a wide variety of fares exists, mainly singles, but including cheap day returns and dog and cycle issues. Paper tickets, printed on a roll, are now standard and ample stocks are held, which is as well as the printer, Williamson's, has recently gone out of business. For most years, during the period of daily running, paid staff have been employed, but with declining traffic the Company has relied increasingly on its small band of volunteers.

Unfortunately, the LCLR suffers its share of vandalism, a favourite example being to throw bricks through the station roof while wagons left in the open are targets for the spray-can graffiti artists. Carriage seats are always vulnerable, but especially when trains ran during the evenings. Vandalism can take strange forms: one morning the driver of the first train down the line was confronted by dustbins placed on the track! On another occasion, a point lock was dismantled at South Sea Lane.

In today's economic conditions, it is difficult for any railway to be confident for the future, so who can tell what will happen

Above left: Station interior — North Sea Lane. Locomotives Nos 7 and 1 are in front of the Sand Hutton coach.

Above: North Sea Lane — general view of engine shed and covered section of station. No 5 and an Ashover coach may be seen; bogie van since sold to South Tynedale RPS is to the left of No 5. Both: Peter Johnson

to the LCLR? The lease was renewed for a further five-year period in 1981, the locomotives and rolling stock are adequate and in good order for the service provided, but as money and passengers decline is there only cause for pessimism? Bill Woolhouse, involved throughout the history of the LCLR and now General Manager says 'For the first time in over 20 years (I am) pessimistic, owing to a continuous decline in visitors to Humberston and hence patronage of the Railway.' However, the LCLR is back in business this year, not only offering reduced fares, but three trains an hour on the following days, *Sundays* 29 May-28 August (but not 5 June) 09.00-17.00 and *daily* 23 July-3 September (12.00-17.00 SX, 10.00-17.00 SO).

There is also another development. So that the LCLR can conserve its resources for operation, a Historic Vehicles Trust has been set up to purchase and restore the unique collection of World War 1 stock on the Railway. Major 'Tubby' Robbins of the Museum of Army Transport at Beverley has supported the formation of the Trust and indeed a World War 1 trench railway display is a major feature of the new museum. He intends to work with the new Trust which has been invited to restore and to place its stock on display at Beverley. The Nocton ex-WD stock, purchased because it was conveniently available, is now valued as a rarity.

Acknowledgements

Thanks to Eddie Draper, Richard Shepherd, Bill Woolhouse and the anonymous volunteer who arranged and provided hospitality at North Sea Lane and answered my questions. Thanks also to the librarians of the Industrial Railway Society and the Narrow Gauge Railway Society. Mention must also be made of K. E. Hartley's booklet on the LCLR (published in 1970 and now out of print) which saved me asking many questions about the origin of the rolling stock.

Salute to Sir Nigel

THE 'A4' Pacific No 4498 *Sir Nigel Gresley* made its last run, prior to withdrawal for extensive boiler repairs, on 9 October 1982. In recent years this locomotive has worked regularly over the testing Settle and Carlisle route, its standard of performance proving that few engines can go uphill as well as an 'A4'. Present-day British main line steam running may be hampered by the official 60mph speed limit, but the locomotives are now required to go uphill with very substantial loads; indeed some of the single headed tonnages now seen over the Settle and Carlisle would have been thought impossible in the last years of BR steam.

Run A, made on 15 November 1980, features the 'pre-Pullman' SLOA working, the 'Cumbrian Mountain Express', when that train used a Crewe-based set of Mk 1 open first coaches. We were hauled from Carnforth to Skipton by No 850 *Lord Nelson*, which ran competently with its 455-ton load, not falling below 33mph before easing for a permanent way slack at Clapham. This was one of the last occasions on which the SLOA train worked through to Skipton, instead of reversing at Hellifield. The revised arrangements give greater margin for recovery from any earlier delays, as well as time for run-pasts at Appleby, but at the cost of 20 miles of steam haulage.

G. A. M. Wood

We made an effective start from Skipton, with 46/47mph sustained past Gargrave. Caution over the Bell Busk bridge was then followed by gentle running through Hellifield, with only a few wisps of steam on the descent to Settle Junction. Then, No 4498 was opened up well on the crossovers, and we made a superb climb, despite atrocious weather. I was seated near the front of the train, and noted 'roars' past Settle, the sound-effects reaching a crescendo at Stainforth, with speed increasing from 49½-50½mph on the 1 in 100, as we stormed triumphantly past the scene of No 46229's disgrace of two weeks earlier (when that engine had stalled on rails made slippery by fallen leaves). We flailed onwards through Horton, mist low on the hills, in torrentially wet conditions, a strong wind blowing the exhaust at right-angles to the train. Little was visible but steam, sparks and rain! *Sir Nigel* seemed to be eased a little above Horton, but we had a fine minimum of 38.8mph on the 1 in 100 climb, and an even more impressive pass to pass average of 45.8mph over the 14 miles from Settle Junction to Blea Moor.

This run is not tabulated beyond Dent.

We left Garsdale in even heavier rain, climbed into cloud as we roared past Ais Gill in 5min 48sec at 45mph, then coasted downhill into weak sunshine. Despite scrupulous observance of the speed limit, we took only 26min 41sec to Appleby, the 35min schedule being more than generous. The run-pasts at Appleby were not instituted until early in 1981, so we restarted 20min early, had an extra photograph stop at Armthwaite to take up the time but still reached Carlisle 8min early.

Run B features a working with SLOA's luxurious Pullman set. Most participants on the train of 28 November 1981 will remember it as the day when No 34092 *City of Wells* returned to main line service, but the Bulleid sounds — and that delectable smell! — were merely the prelude to a superlative performance from a Gresley Pacific. We suffered two signal stops within sight of Hellifield, and so the log commences at our restart ½-mile north of Hellifield. *Sir Nigel* was once again opened out at Settle Junction.

Below: 'A4' 4-6-2 No 4498 *Sir Nigel Gresley* lifts the northbound 'Cumbrian Mountain Pullman' away from Garsdale at sunset on 28 November 1981. Run described in this article. David Olsen-Hopper



RUN A: 'Cumbrian Mountain Express' 15 November 1980

Loco: 'A4' No 4498 Load: 12 coaches, 425 tons tare, 455 gross

Miles		Sch	Actual (min/sec)	Speed (mph)
0.00	SKIPTON	dep—	0 00	—
1.75	MP 223	—	4 16	42
3.75	GARGRAVE	—	7 01	44/46/47 MP 227
6.25	MP 227½	—	10 42	21* clearance slack
10.00	HELLIFIELD	15½	17 07	50
13.25	Settle Junction	24	20 45	61 (max)
15.25	SETTLE	—	22 51	52/53
18.75	MP 240	—	27 08	44
21.25	Horton	—	30 25	50/46
24.75	MP 246	—	35 22	38½
26.00	Ribblehead	—	37 16	43
27.25	Blea Moor SB	50	39 05	43½/40/39½†
30.75	MP 252	—	43 31	56 max
32.15	DENT	arr 75	45 55	—

† Into Blea Moor Tunnel

RUN B: 'Cumbrian Mountain Pullman' 28 November 1981

Loco: 'A4' No 4498 Load: 10 coaches, 380 tons tare, 400 gross

Miles		Sch	Actual (min/sec)	Speed (mph)
0.00	MP 231½ restart,	dep—	0 00	—
0.75	LONG PRESTON	—	2 16	40
2.75	Settle Junction	7	4 38	60
4.75	SETTLE	—	6 46	53/55
8.25	MP 240	—	10 52	49
10.75	Horton	22	13 55	52/48
14.25	MP 246	—	18 27	43½/44
15.50	Ribblehead	—	20 11	42/25* slack
16.75	Blea Moor SB	32	22 54	29
	Into Blea Moor Tunnel	—	—	32/36
20.25	MP 252	—	27 50	57
21.65	DENT	arr 41	29 54	—

RUN C: 'Cumbrian Mountain Express' 24 August 1982

Loco: 'A4' No 4498 Load: 13 coaches, 455½ tons tare, 480 gross

Miles		Sch	Actual (min/sec)	Speed (mph)
0.00	MP 234½ restart,	dep—	0 00	—
0.25	Settle Junction	—	1 29	20
2.25	SETTLE	—	6 23	30
5.75	MP 240	—	12 15	40/43 (MP 241)
7.75	MP 242	—	15 14	45½/29
8.25	Horton	—	17 46	9*
11.75	MP 246	—	24 27	38/40½ (MP 247)
13.00	Ribblehead	—	26 23	33/30* slack
14.25	Blea Moor SB	27	28 45	33
	Into Blea Moor Tunnel	—	—	35½
19.15	DENT	35/55	35 52	49/39
22.45	GARSDALE	arr 61	40 45	50 at MP 255/—

tion, and then simply swarmed up the grade, averaging 49.35mph from the Junction to Milepost 247, or 46.0mph Settle Junction-Blea Moor pass to pass, including the slack to 25mph over Batty Moss Viaduct. Speed steadied at 43mph before Ribblehead, a very fair pace with 400 tons on a 1 in 100 gradient. No 46229 *Duchess of Hamilton* has bettered this achievement, in the same place, with a 560-ton train, as will be explained in a future article.

Run B's time of 15min 33sec Settle Junction-Ribblehead for the 12½ miles is eclipsed by my previous best northbound steam run on this route, also with an 'A4'. The occasion was a rail tour from Leeds-Glasgow on 16 July 1967 with No 60019 *Bittern* hauling 10 coaches (338/365 gross). *Bittern* took only 13min 00sec for the Settle Junction-Ribblehead section, with the advantage of passing Settle Junction at 73mph, then 63/64mph at Settle, 60/62mph at MP 239, 58/61mph at MP 241, 58/58mph at Horton, 51mph at MP 247, 52½mph past Ribblehead and an absolute minimum of 49mph in Blea Moor Tunnel.

The delays encountered on Run C, with the BR-sponsored 'Cumbrian Mountain Express' of 24 August 1982, would have caused many drivers to have given up trying. Fortunately, No 4498 was handled in enthusiastic style by Driver Murphin of Skipton. Passengers had already experienced some expert driving on the Carnforth-Hellifield leg, for, despite No 34092's repeated slipping on a day of driving wind and rain, Carnforth's Frank Shaw got the Pacific to take 480 tons up to Clapham without falling below 30mph.

When it came to the Hellifield-Carlisle section with No 4498 at the head, a ballast tamping machine was in section on the down line to Horton, so the train was halted at Settle Junction and then reversed on to the up line; the whole manoeuvre barely took four minutes. *Sir Nigel* began the Long Drag from a near stand, but after a rather slow recovery to Settle, the 'A4' forged northwards, steadily accelerating to just above 40mph on the 1 in 100, on one of those infamous August days in a British summer made up of rain and greyness, low cloud, and a very strong west wind driving over a sodden landscape. The sheep could be seen huddled against the drystone walls while the lineside photographers were reduced to peering through the steamed-up windows of their cars!

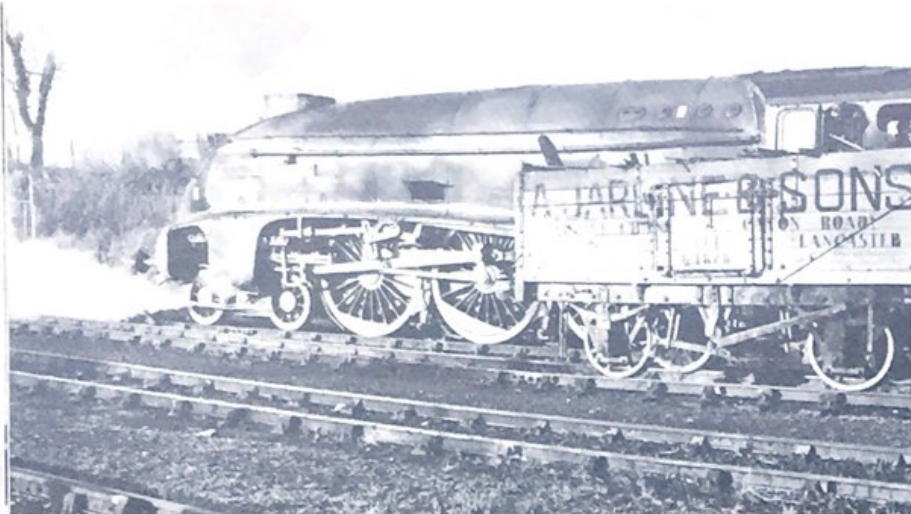
Left: An 'A4' working hard: No 4498 takes the southbound BR-sponsored 'Cumbrian Mountain Express' past Kirkby Stephen on 31 August 1982. Run described in this article. Peter J. Green

Right: No 4498 under easy steam between Ribblehead and Horton with the southbound 'CME' of 17 August 1982. J. H. Cooper-Smith

RAILWAY WORLD







Above: No 4498 in the yard at Steamtown, Carnforth, before working the 'Cumbrian Mountain Pullman' of 28 November 1981. W. A. Sharman

Below: Evidence of purposeful working by *Sir Nigel* on 31 August 1982 when heading the 13-coach southbound 'CME' and seen at Baron Wood on the climb south of Armathwaite. The last vehicle is the GE Saloon No 1. Run described in the text. Peter J. C. Skelton

No 4498 accelerated well on the easier short grades before Horton, only to slow to nearly walking pace through the station as the train crossed to the down line. *Sir Nigel* had to repeat its exertions and, as shown in the log, made a doughty recovery on the rising grades, regaining 40mph on the 1 in 100, before easing for the now permanent 30mph restriction over Batty Moss Viaduct. From Garsdale (dep), Appleby was reached in 27min 00sec, speed once or twice touching 61/62mph.

Asking whether one prefers the northbound or southbound run over the Settle & Carlisle line is spoiling with choice — each direction offers scope for recording a steam locomotive being fully tested, against a background of incomparable scenery.

Table D compares two southbound runs, again with substantial loads. D1, on 31 August 1982, found the BR-sponsored 'Cumbrian Mountain Express' strengthened to 13 coaches, by the addition of Great Eastern No 1, a teak-bodied inspection saloon, attached for the benefit of the Bentley Drivers' Club, whose members sipped wine and smoked cigars in the rear three BR coaches. The Club had requested No 4472 *Flying Scotsman*, but the 'A3' was unavailable, because of its defective tender. To aid comparison with D2, I have tabulated D1 from Petteril Bridge Junction, passed at 15mph in exactly 4min from the Carlisle start. There is a seemingly permanent 20mph restriction over poor track to Scotby, and as we recovered on the 1 in 132 past Cumwhinton, the crisp beat of a well-driven 'A4' augured pleasingly for what was to come. The train accelerated to 42½mph on the grade to MP 300¼, then Driver Jimmy Lister of Carlisle regulated speed carefully on the undulating route to Appleby, coasting on several descents, but roaring up the short, but steep, grades. There was a good 53/54mph on the 1 in 132 to Langwathby. The train was checked outside Appleby, and crawled to a stop.

In contrast to the northbound runs, the journey took place on a perfect, late summer day. The garden of Appleby's Midland Hotel filled with open-air lunchers, as *Sir Nigel* was prepared for an assault on Ais Gill.

On the last but one main line excursion by No 4498, on 2 October last year (Run D2), such was the demand for places that SLOA's 'Cumbrian Mountain Pullman' was streng-



Right: No 4498 has just taken the 515-ton 'CMP' of 2 October 1982 up to Ais Gill at a minimum of 38½ and is about to pass the summit marker. The first vehicle is the A4 Locomotive Society Ltd's support coach, in two-tone blue livery. J. H. Cooper-Smith



thened to 13 coaches, conveying 450 passengers and making a gross load of 515 tons. There was a signal stop at Petteril Bridge Junction, but once past Cumwhinton an even better climb was made than on D1, with speed rising to 44½mph on the 1 in 132, and some splendid sound effects. With regular steam running in the past, but with loads rarely over 300 tons, speed would rise rapidly in the dips to Armthwaite and Lazonby, and maxima in the mid-70s were quite usual between Lazonby and Long Meg. Nowadays, a combination of the official 60mph limit on steam runs and track conditions forbids such progress, and although 65mph was quickly reached after Lazonby, Driver Bobby Bell (Carlisle) shut off steam until rising gradients were regained.

Comparison of the two runs between Appleby and Ais Gill shows that very different driving methods produced passing times at the summit only 15sec apart. On D1, No 4498 was taken fairly gently out of Appleby and down to Ormside Viaduct, but speed was then held at about 40mph on the first stretch of 1 in 100 leading to Griseburn. Though *Sir Nigel* was blowing off, the engine was clearly eased on the easier grades to Smardale Viaduct. Then the assault

recommenced, giving a marked acceleration from 41-45½mph on the short 1 in 264 south of Kirkby Stephen, before slipping in Birkett Tunnel reduced speed to just below 40mph. The very best power output, with appropriately memorable sound effects, was reserved for the final 1 in 100 beyond Mallerstang. Speed actually increased from 42½-43mph as the train approached the summit. For both logs, the speed at Ais Gill is that between MP 260½ and 260, not on the partly level ¼-mile which includes the summit marker.

LMS Pacific No 6201 *Princess Elizabeth* on its sole 'Cumbrian Mountain Express' working to date (4 September 1980) passed Ais Gill Summit from Appleby in a glorious 25min 13sec, also at 43mph, with a load of 455 tons gross. I considered that No 4498's

time of 26min 7sec (Run D1) represented the best time one might ever expect with a single headed 485-ton load. I little expected that, barely a month later, *Sir Nigel* would achieve a better time with an even heavier train.

On Run D2, an unusually positive start was made from Appleby, and the train charged on to Ormside Viaduct at 57mph, and then kept going, the 'A4' blowing off for much of the climb. This run was nearly 1min faster to Smardale (MP 268) than with D1, but thereafter No 4498 was not worked quite so hard. After an easing to 35mph on the slip-prone track through Birkett Tunnel, speed recovered to 45mph past Mallerstang, and so No 4498 took a 515 ton train over Ais Gill Summit at a creditable minimum of 38.8mph, greeting the throngs of photographers lining the overcast moorland with a fanfare from the chime whistle. As if to show that *Sir Nigel* was not in the least winded by its climb, we shot off to a most unusual 60mph before coming to a slow stop beside the Garsdale water hoses. No 4498 had averaged 40.03mph from Appleby, and 42.25mph on the 15.25-mile climb between MP 275 and the Summit; by comparison, the average speed here with Run D1 was 42.7mph. Combination of the best sections of the two climbs would give an Appleby-Ais Gill time of 24min 53sec.

The Garsdale-Hellifield section is nowadays of minimal interest for the stop-watcher, for with the slack across Batty Moss Viaduct and two severe permanent way slacks over poor track, on some descents the train even fails to attain the 60mph mark.

As someone who buys tickets and sits in the trains with his apparatus of happiness — notebooks, stop-watches, etc — I would like to thank all the volunteers whose real work sustains my hobby; to Bernard Staite and the officials of SLOA whose foresight led to the purchase of the Pullman set, and to all those who have made such a fine job of maintaining No 4498, and who are now making their locomotive fit for more years of main line running. We wait to welcome back *Sir Nigel*; dare one hope that when he returns there will still be a Settle and Carlisle line?

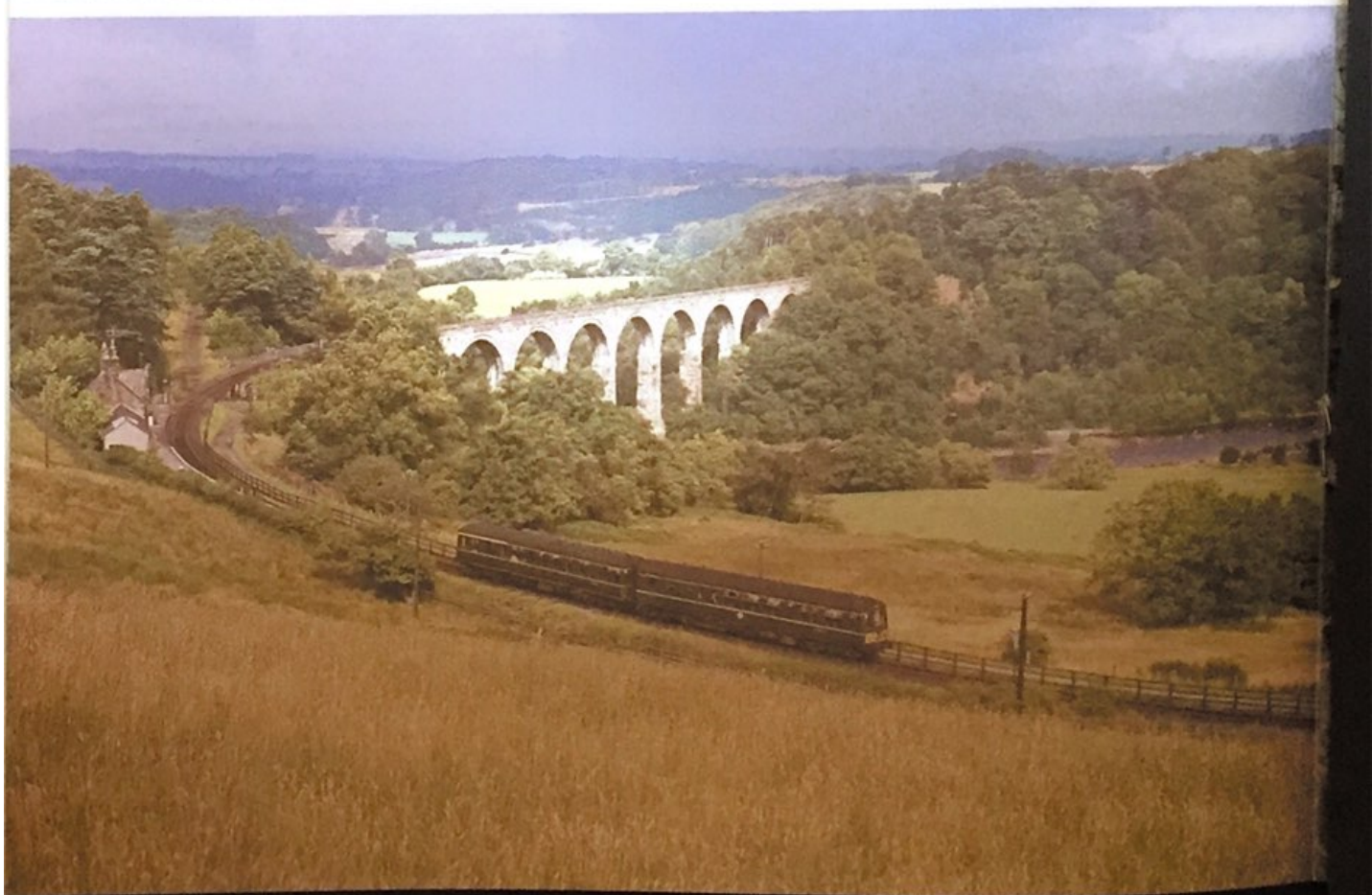
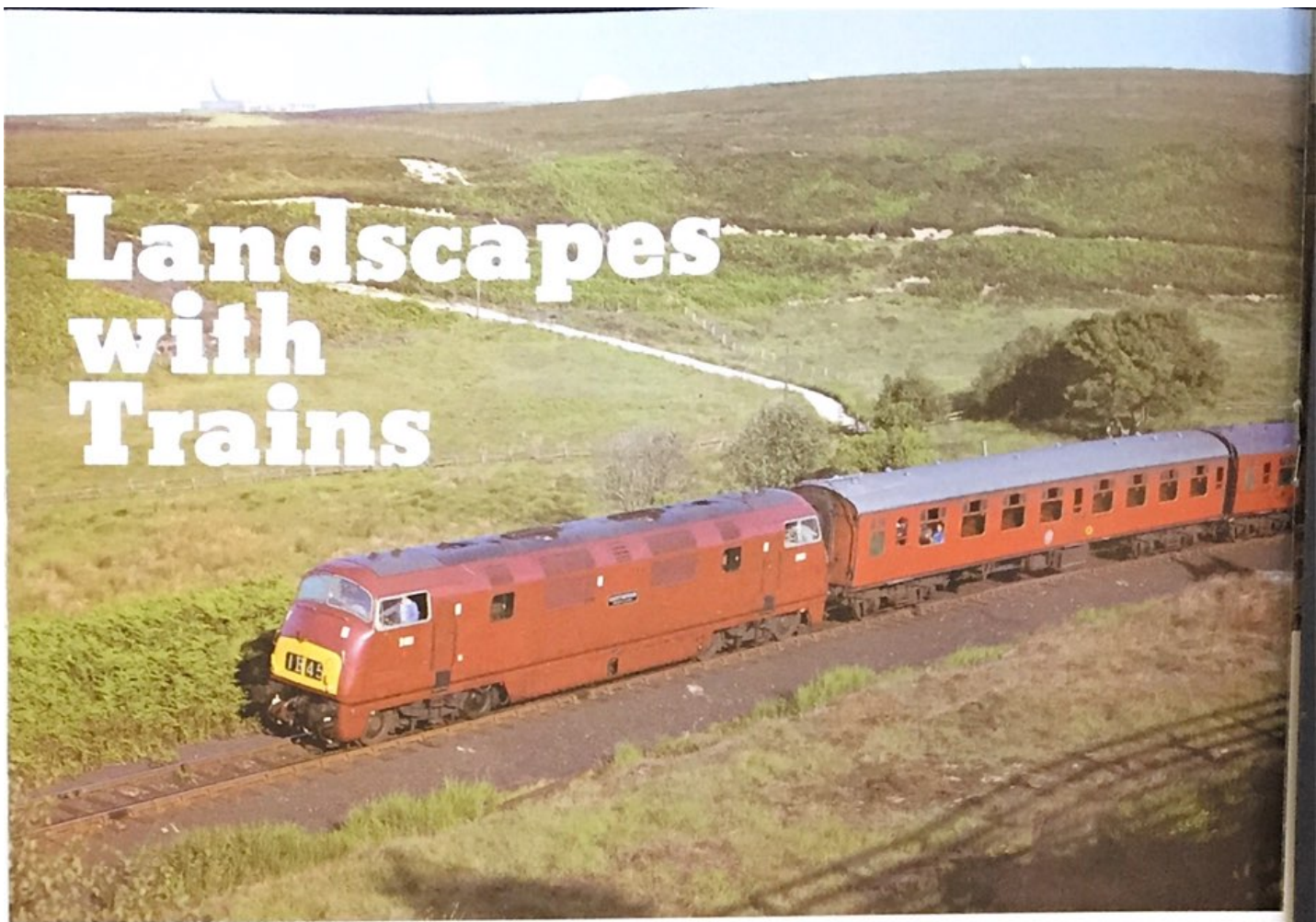
RUNS D1/D2

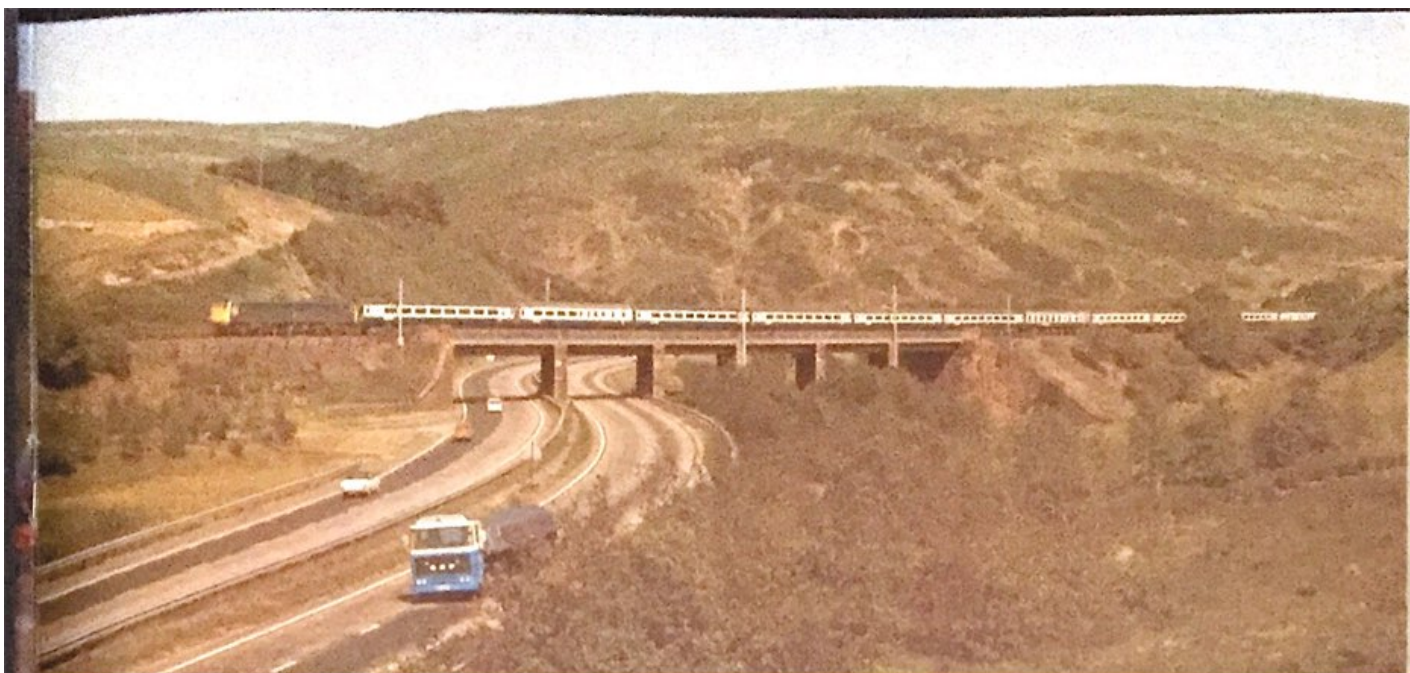
Loco: 'A4' No 4498 (both runs)

Miles	Run:	Sch	D1		D2	
			Actual	Speeds	Actual	Speeds
	Load:		(min sec)	(mph)	(min sec)	(mph)
	Train:					
	Date:					
	31 Aug 1982				2 Oct 1982	
0.00	Petteril Bridge Jn	—	0 00	pass	0 00	start
1.15	MP 306	—	3 44	pws/20*	4 27	pws/19*
3.00	Cumwhinton	—	7 47	33	8 58	27
4.15	Howe's Sidings	—	9 39	42	10 54	42
6.90	MP 300½ (summit)	—	13 40	39/42½	14 39	44½
9.05	ARMATHWAITE	—	16 01	59/55 sta	16 54	62/57
12.15	MP 295 (summit)	—	19 20	60 (before)/	20 03	63 (before)/
				54/55		55
14.55	LAZONBY	—	21 44	62/58	22 20	65/57
17.45	Little Salkeld	—	24 47	61/55	25 17	60/54
18.90	Langwathby	—	26 23	53/54	27 45	pws/22*
22.40	Culgaith	—	30 04	60/57	32 29	55
23.80	New Biggin	—	31 30	59/53	34 00	50/55
26.85	Long Marton	—	36 44	pws/20*/35	39 00	pws/27*/34
29.90	APPLEBY	arr 47	42 47	41 max/—	43 57	40 max/—
2.25	MP 275	—	4 42	47	4 13	57
5.25	MP 272 (Griseburn)	—	9 10	40½/39½	8 07	37
7.25	MP 270 (Crosby)	—	12 00	44	11 06	44
8.50	MP 268½	—	13 40	45/47	12 42	49/51
10.65	KIRKBY STEPHEN	—	16 49	41/45½†	15 35	40/41†
13.25	MP264	—	20 21	39½/41	19 38	35
14.25	MP 263 (Mallerstang)	—	21 44	45/47	21 11	41/45
16.75	MP 260½	—	25 05	42½	24 43	40
17.50	Ais Gill (SB)	30	26 07	43	25 52	38½
20.55	GARSDALE	arr 40	30 48	55/—	30 43	60/—

Note: † Max speed, MP 266

Landscapes with Trains





Diesel, steam or electric trains make a powerful impact in some landscapes, in other cases the railway is cut down to size. Four views of landscapes with trains.

Left: 'Warship' B-B diesel hydraulic No D821 *Greyhound* heads the 17.20 Pickering-Grosmont of 26 July 1982, near Ellerbeck, with Fylingdales early warning station in the background. *W. A. Sharman*

Below left: An Alston-Haltwhistle dmu approaches Lambley on 28 August 1967. *Brian Stephenson*

Above: Competitors — the A74 weaves under the West Coast main line near Harthope. Class 86 25kV Bo-Bo No 86.041 crosses with the 12.08 Birmingham-Glasgow of 17 June 1978. *G. J. Jackson*

Below: Winter pastoral — the 'Northumbrian Mountain Pullman' of 22 January 1983 originated at Middlesbrough and was worked via Carlisle and over the Settle & Carlisle line by 'K1' 2-6-0 No 2005, here crossing Crowdunle Viaduct, New Biggin. *David Eatwell*



ANTIDOTE TO SERPELL

Trevor Garrod

DESPITE the threats offered by the Serpell Report, over 70 new or reopened stations have been added to the British Rail network since the departure of Dr Beeching in 1965. About 30 miles of route have also been added to the passenger network, mostly reopened lines.

Such reopenings can be used as evidence by opponents of further rail cuts on the grounds that most, if not all, of them should

not have closed in the first place. Research by bodies such as the Policy Studies Institute has shown that many closures have led to hardship, inconvenience and a deterioration in the quality of life. During the last decade, for every actual reopening there have been at least half a dozen other proposals, many of these backed by local campaigns. The case for exploiting the energy advantages of rail has played an important part in such pressure, as have population changes and the decline or extinction of replacement bus services.

What is the achievement of rail reopenings so far? How much scope is there for further reopenings? How should these be financed? This article is an attempt to answer such questions and is based particularly on the experience of the Railway Development Society and other campaigning pro-rail bodies.

If British Rail itself spends money to open, or reopen, a station, the decision has to be justified on purely commercial grounds. Consequently, only a few stations on Inter-City routes, with Bristol Parkway as the obvious example, have been added to the network; more might have been had BR's Government-imposed investment ceiling been higher. The majority of new or reopened stations have been paid for, at least in part, by someone else.

The Passenger Transport Executives have perhaps the best record, with at least 18 new or reopened stations since 1977. Four new stations have also been built with Development Corporation money. Before the local government reorganisation of 1974, six stations were reopened by urban or rural district councils. Some shire counties have also paid for reopenings, including Lincolnshire, Derbyshire, Cumbria, Flint and Norfolk. In the case of Norfolk's one reopened station (Magdalen Road), neither the initiative nor the greatest part (80%) of the cost came from the County Council.

Magdalen Road is indeed a good example of self-help. In 1974, villagers at Watlington and Wiggenshall St Mary Magdalen (that's why the station is simply called Magdalen Road) formed a pressure group to fight for the station, supported by the Railway Invigoration Society (now Railway Development Society) and Transport 2000. This group carried out a survey of potential users, delivered to each house in three villages a form drafted by BR; collected the forms and analysed the results. About 700 people completed and returned the questionnaire, the



Left: VIPs and schoolchildren disembark after a commemorative tour to mark the reopening of Dronfield station on 5 January 1981. L.A. Nixon

Top: Magdalen Road. A Class 105 dmu calls at the 15.22 King's Lynn-Ely of 19 May 1979.

Centre: Shotton Low Level, with Class 40 No 40.112 running in with the 15.40 Manchester Victoria-Bangor on 11 July 1980. *Both: Les Bertram*

Below: Watton at Stone. Unit No 312.711 enters with the 12.05 (Sundays) Letchworth-King's Cross on 21 November 1982. *John C. Baker*

subsequent analysis indicating that 188 would use the station daily and 240 weekly.

A survey of this type may be a more accurate indicator of potential usage than a petition, but public transport operators contend that its results usually err on the side of optimism. Even allowing for this factor, potential usage was still considered sufficient to justify the reopening of Magdalen Road. The pressure group raised most of the £850 capital cost locally (by dances, bingo, donations) and the station reopened in May 1975. The initial service of six trains each way on the King's Lynn-Ely line was subsequently increased to seven and, in due course, a few Sunday trains were also stopped there.

These West Norfolk villagers were lucky in having a station that had only been out of use for six years and relatively little work needed to be done. At Watton-at-Stone, Hertfordshire, the station had been closed for over 40 years and subsequently was demolished. However, the growth of this village (as in the case of Watlington) led to demands for a restored rail service and the Parish Council, together with the RDS, first pressed for its reopening in 1980. BR specified that platforms long enough for six-car trains must be built. Some would argue that here — and elsewhere — the engineer's requirements were unduly extravagant. After all, there are numerous other stations where passengers are asked to travel in a certain portion of the train because platforms are too short to accommodate its full length. Magdalen Road is a case in point.

Local efforts to raise cash for Watton-at-Stone station went ahead notwithstanding. RDS members donated over £100. Other voluntary fund-raising in addition to contributions from the parish council, county council and BR enabled the target of £150,000 to be reached. For this sum Watton at Stone has two lengthy concrete platforms and flights of steps; sturdy fencing, shelters, lighting, a small brick building for the railman in charge, cycle racks and a car park. Whereas at Magdalen Road voluntary fund raising was instrumental in reopening the station, at Watton at Stone it can be said to have 'oiled the wheels'.

The proposed costs for new halts have been frequently contentious: in contrast to Watton at Stone, the halts at Ruskington and Metheringham on the GN/GE Joint line were reopened in the mid 1970s for £5,600 apiece. For each of these expanded villages the halt consists of two wooden platforms

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long enough for a two-car dmu, small concrete shelters, four lamp standards and a small car park. At the other end of the scale, estimates for a new station at Lostock Hall, near Preston, have ranged from £84,000 to £150,000. For stations on busier lines, BR's estimates have included the cost of providing adequate lookouts and supervision during the construction period.

One useful way of reducing such costs has been to reopen a halt as a Job Creation scheme, of which Wetheral (Cumbria) is an example. This approach could be further explored by BR and local authorities to advantage.

The reopenings of complete sections of line to passenger traffic have been much more limited. Coventry Leamington and Perth Ladybank have been restored with the intention of providing shorter and hence

more attractive routes for long-distance services, but no intermediate stations have been reopened. In urban areas, progressive policies by Passenger Transport Executives have resulted in the reopening of the Argyle Line in Glasgow, and of the Bankfoot line forming part of the Tyne & Wear Metro, as well as the programme for new or reinstated stations by West Yorkshire PTE. Apart from the PTEs, but still in an urban area, there has been the short Sinfon line, reopened in 1976 to serve the southern outskirts of Derby. However, this was described by one local politician not long after as 'an unmitigated disaster'. That the Sinfon branch did not attract as much traffic as predicted stems from a number of factors; notably that it was intended as part of a larger scheme, involving new halts to the north of Derby, which never materialised. There was also a lack of





Left: Cressington, possibly the most attractively restored reopened station. A Class 502 emu calls on a Garston working during 1980. *J. S. Buckley*

New routes for passenger trains:

Above: In preparation for the diversion of the Sheffield-Penistone-Huddersfield service, the Penistone-Barnsley line is being upgraded. This shows singling near Oxspring. *BR*

Above right: On the Coventry-Leamington line, Class 47/4 No 47.509 passes Kenilworth on a 12.30 Wolverhampton-Paddington special on 11 April 1981. *Brian Morrison*

Freight-only lines which have been considered for passenger services:

Right: The Ian Allan Ltd 'Atlantic Coast Express' of 16 October 1982 near Bideford with Class 33 No 33.025 Sultan. *A. Petley*

Below right: Histon on the St Ives line: Class 37 No 37.170 trundles through with a permanent way train bound for Chesterton Jn in May 1982. *B. J. Nicol*

co-operation with BR on the part of some local firms and bus operators.

One notable reopening has come with the introduction of the 1983/84 timetable, as a result of South Yorkshire PTE's decision to support the experimental operation for one year over the freight-only Penistone-Barnsley line of the Huddersfield-Penistone-Sheffield service, until 16 May routed via Wadsley Bridge. The possibilities of opening two new stations are being explored.

One other reopened line is worthy of note — that from Peterborough to Spalding. Along with most of the route, this southernmost section of the East Lincs line was closed in 1970, but was to reopen a year later with the county and district councils subsidising a twice daily dmu working. Fortunately, this section was retained by BR as a diversionary route for the East Coast main line. Since its reopening, the passenger service has gradually been augmented — at first by the addition of a midday and evening working, to supplement the original two peak hour trips, and then by three further workings, occasioned by the closure of the March Spalding line. These improvements may be taken as evidence that Spalding should never have been cut off from the

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Contrasts in new stations:

Left: Watford Stadium. *D. J. Andrews*

Centre left: Bristol Parkway, March 1981.
John Acton

Below left: Moulsecoomb, April 1982.
John Scrase



major centre of Peterborough in the first place, and also that a 20min train ride is more attractive to the 16,000 local population than a 60-min bus journey.

No freight-only lines in purely rural areas have so far been restored to the passenger network, partly because of the capital cost of bringing such routes back to passenger standards. Unlike Peterborough-Spalding, most are not required for diversionary purposes. Yet a considerable amount of pressure has been exerted in several parts of the country, from Alloa to Bideford, from Clitheroe to Lydd. Four freight-only lines in East Anglia have seen such local campaigns: Wymondham-Dereham Fakenham; March-Wisbech; Cambridge-St Ives and Wroxham-Aylsham-Reepham. Such services, if

restored, would not only have local value, but would feed passengers into main line services.

During 1973, the Cambridgeshire County Council undertook a feasibility study for the reopening of the St Ives line, with the support of the then Chesterton Rural District Council and with BR's co-operation. The capital cost was stated to be £110,000, but the County Council voted against any payment.

Yet the fact that the reopening of a line was being studied, coupled with the then current concern over oil supplies and petrol price rises, aroused interest elsewhere. Within the next 18 months, Rail Action Committees were set up for each of the other three freight-only East Anglian lines. In each

case, the Railway Invigoration Society (now Railway Development Society) convened a local public meeting with the object of launching the campaign formally.

Studies of potential usage were undertaken by the Society and its associated Action Committees. This built up a substantial local membership and every opportunity was used to lobby politicians. Unfortunately, this growing movement coincided with gradual belt-tightening by local authorities, and neither Norfolk nor Cambs County Council was prepared to pay for any of the schemes.

The reopening campaigns in East Anglia have nevertheless generated one solid achievement. Since 1977, a total of 27 excursion trains have been run on the four closed lines, for the benefit of local people. All but two of these were chartered from BR by the RDS and/or one of the Action Committees. The other two were ventures by Aylsham First School and the Combined Churches of Histon (on the former St Ives line), following the example of the rail campaigners. Tribute must be paid to the management and staff of BR's Norwich Division for their co-operation with these trips. Not only have the trains brought extra revenue to BR but, on balance, have proved profitable for the organisers.

Detractors are still inclined to dismiss the RDS as nostalgia-mongering enthusiasts. In 1979, an editorial in a local newspaper strongly attacked us on this count, in the process conveniently distorting facts about one of our specials. A few of the early trips carried considerable numbers of enthusiasts, whose business was welcome, but the vast majority have been for bona fide rail users. Certainly, the trains have not normally been timed for the enthusiast market. Even so, four hardy souls arrived at March station at 07.15 one Sunday morning in 1979 to travel on the empty stock working to Wisbech! However, this train then carried 270 Wisbechians on an excursion to Lowestoft.

Such enterprises have comprised three main types: seaside trips (to Sheringham, Lowestoft, Felixstowe and Clacton), shopping excursions (to Norwich, Cambridge, Stevenage and London) and sightseeing outings (to York and Matlock). The total includes four trains from the St Ives line (actually from Swavesey, as the track into St Ives itself was lifted in January 1980), four on the Reepham line, five from Wisbech and 12 on the Dereham line (including three from north of Dereham).

Indeed, the Dereham branch has demonstrated the most sustained interest and support, with two/three specials run annually. However, this line exhibits two problems that face — or may do so — some lines elsewhere. Lack of cash for maintenance leads

to speed restrictions, a ban on passenger specials, even a threat to the freight service. Rotting sleepers on the Swavesey branch caused the BR Civil Engineer's Department to place a ban on excursions in 1981, while the suspension of freight services on the line through Reepham to Lenwade meant that no passenger specials have used it since May 1981. The Dereham line was somewhat more fortunate, for rotting sleepers near Hardingham (between Wymondham and Dereham) led to a 10mph speed restriction in 1981, but secondhand sleepers subsequently replaced them.

The question of privatisation has, partly of necessity, also been raised on the Dereham line. The Wymondham-Dereham Rail Action Committee started a Passenger Service Reopening Fund in 1980 and offered to pay for one of the line's five level crossings to be automated. At that stage, BR turned down the offer, arguing that for such a scheme to be worthwhile, all the gated crossings between Wymondham and Dereham would have to be so treated.

The northern end of the line has been under threat since 1979, and a private company — the Fakenham & Dereham Railway Company, and its associated Society — was formed to buy it. This combination was unsuccessful in bidding for the last 2½ miles to Fakenham, this section being lifted in 1981. Station premises have now been leased at Hardingham and there is a plan to establish a steam centre there. It is conceivable that a regular passenger service on the line in the future could be the result of co-operation between public and private enterprise.

The activities associated with this group of East Anglian lines have been mirrored elsewhere, too. At Walsall, the RDS has used the freight-only line northwards to Rugeley for excursion purposes, as part of a campaign for this, and the Walsall-Wolverhampton route, to be restored to the passenger network. There are strong indications that the latter will be reinstated for regular service within the next year. Such projects are, of course, in a rather different category to those on rural East Anglian routes, in that their catchment areas contain a greater population and a more intensive service would be required, while each would have the potential function of strategic links, as well as feeder routes. Walsall people can already reach Wolverhampton, or Rugeley by rail, but the route is so circuitous as to be quite unattractive. Restoration of these two direct lines would give the town with a population of 185,000 useful links westwards and northwards, as well as into Birmingham.

A similarly well-populated area is traversed by the line from Consett to Newcastle via Beamish. For three years, the Derwentside Rail Action Group has vigorously campaigned for its reopening,

with some sympathy from local politicians and BR. Unlike groups elsewhere, so far the Group has not been permitted to run passenger excursions. However, the arrivals by train of Sir Peter Parker at Beamish in September 1982, and of HRH Prince of Wales at Consett three months later prompted many to ask why local people could not also use the line.

The North Devon town of Bideford lost its passenger trains in 1965, but has seen about 30 specials since 1977, probably more than any other freight-only line. Some of these have been organised by local campaigners, the rest by at least six other bodies. Traffic has been two-way: bringing visitors to Bideford and offering excursions to the outside world for local people.

Unlike some other campaigns, this one has emphasised the desirability of a link with the Inter-City services. Indeed, plans drawn up by BR envisaged the extension of the Exeter-Barnstaple service for the nine miles to Bideford, with the principal aim of catering for long-distance travellers. Unfortunately, despite an interest shown by a European Parliament MP, including a special run this January, the prospects of the revival are now dim.

One of the largest towns in the country bereft of passenger trains is Corby, with a population of over 50,000 and similar unemployment problems to Consett (and for similar reasons). Attempts to serve Corby by fast buses have not proved to be a resounding success. A Rail Link shuttle to Kettering introduced four years ago was soon withdrawn, to be replaced by a coach link between Kettering and Peterborough. This service was cut from eight to four journeys each way last October, indicating perhaps that bus travel to a railhead has little attraction, at least over this distance.

But, the proposed Wonderland leisure park at Corby, which would be served by a spur from the existing line, has given a boost to hopes for restoration of a rail passenger service to the town. Indeed, the alternative of five million visitors annually all arriving by road has worried local councillors and posed the question — would a reopened and

extended rail link be more cost-effective than building new roads?

In the light of the experience with the bus links, it would probably be sensible to serve Corby by something better than a diesel operated shuttle to nearby Kettering: the ideal would be an electric service to London with connections at Kettering for the North, and at Bedford for Milton Keynes.

Apart from campaigns to extend the BR network, the activities of private preservation groups have also contributed to the process of rolling back Beeching. Just over 100 miles of track closed by BR have been reopened by preservation societies. Many of these cater only for the leisure market and their operators have neither desire nor capacity to provide an all-year service. However, a limited number could provide such a facility and, when they reach completion, should be regarded as part of the normal passenger network in this country. Indeed, there is a case for certain of them to receive grants from public funds so that they could cater for both regular and leisure traffic. Lines in this category could include the West Somerset, Mid-Hants, Worth Valley, Peak Rail and perhaps North York Moors, Severn Valley and Bury — Rawtenstall lines, and if it succeeds, Grimsby-Louth.

Some private lines could well provide a public service comparable to — and maybe in some cases better than — that offered by BR, but there is a limit to what can be done in this way. The principle of volunteer labour can hardly be extended to cover all candidates for reopening. This is one reason why many would-be preservation schemes have not come to fruition. Furthermore, some lines do not have the scenic attractions enjoyed by, say, the West Somerset or Peak Rail. Some proposed reopening schemes can only be undertaken by BR with suitable public and political backing.

And so we come back to the problem of finance. Proposals to reopen a rural or even suburban branch line with the staffing levels of 30 years ago would clearly be laughed out of court. Where campaigns for the reopening of lines have developed, they have therefore generally envisaged Paytrain operation,



Right: The striking architectural treatment of the reopened Glasgow Central Low Level station, seen shortly after reopening. J. H. Price

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Left: On the misty morning of 27 March 1982, an enthusiasts' special passes the remains of Corby station behind Class 45 No 45.149.
Jim Wade

combined with modern labour-saving technology. Radio-signalling, obviating the need for cabling at £8,000 a mile, is one instance. Another is automatic or simplified level crossings.

In the last couple of years, BR has shown confidence in the capacity of the public to learn new ways, judging by the latest proposals for the East Suffolk Line. Plans to automate 23 of the crossings on this line in 1984/85 envisage that all but two will be automatic open crossings, ie without gates or barriers. General acceptance of such crossings on existing passenger lines will clearly strengthen the case for their use on lines that are proposed for reopening, and so reduce the cost of reinstatement.

Assuming that a realistic capital cost has been agreed, the problem still remains of who should meet the bill. County councils have a responsibility to ensure the maintenance of an efficient public transport system in their areas. Some take this responsibility much more seriously than others. Yet even the keenest may fall back on the argument: why should we pay to restore a service which we didn't cut off in the first place?

Surely it is not unreasonable to expect a county council to contribute something, especially as Transport Supplementary Grant can be claimed? Similarly, central Government should contribute something, no doubt included in BR's PSO grant, especially as a proportion of the passengers on a restored service would also travel to or from the destinations on the rest of the network.

Local fund-raising by voluntary bodies can also play a role, though inevitably this will be mainly symbolic: after all, we do not hold jumble sales to raise the money for new roads. In specific circumstances, private sponsorship may play a part. The promoters of Wonderland could well be asked to consider contributing to the provision of a rail link to Corby.

The cause of the restoration of rail services took an encouraging step forwards with the amendment to the Transport Act,

introduced into Parliament in 1981 by Tony Spiller, MP for North Devon. This enables a line or station to be reopened experimentally, but should this prove unsuccessful, BR may withdraw services without going through the usual TUCC procedure, which can be costly and time-consuming. Mr Spiller's Amendment is likely to be put to its first test with the proposed reopening of Templecombe station.

The RDS has suggested that 500 miles should be added to the passenger network, with the aim of serving sizeable communities at present deprived of rail services and to make possible cross-country journeys where at present rail provides a poor alternative to road. For no less than 340 of these 500 miles, the track is still there.

Are the politicians prepared to sanction the experimental reopening of, say, 50 miles of track, encompassing four or five separate lines, in different parts of the country, some serving rural, others more urban areas? They could also serve as testbeds for new types of railway technology, or new working and marketing methods.

Local authority support for such experiments would be valuable, but there should also be financial backing from central government. The present Government has experimented with the delicensing of bus services in its Transport Act of 1980. Why not some rail experiments, too?

Mr Garrod is a National Committee Member of the Railway Development Society.

New and Reopened Stations on British Rail

NEW STATIONS

Eastern Region:

New Pudsey 6.3.67
Tees-side Airport 3.10.71
Allen's West 4.10.71
Basildon 25.11.74
Gypsy Lane 3.5.76
Newton Aycliffe 1.1.78
British Steel Redcar 19.6.78
West Ham 14.5.79
Hackney Wick 12.5.80
Hackney Central 12.5.80
Fitzwilliam 1.3.82
Chapeltown 2.8.82
Dalston Kingsland 16.5.83

London Midland Region:

Garston (Herts) 7.2.66
Alfreton & Mansfield Parkway 7.5.73
Birmingham International 26.1.76

Sinfin Central 4.10.76
Sinfin North 4.10.76
Brinnington 12.12.77
Hattersley 8.5.78
Moorfields 3.1.78
Liverpool Lime Street Low Level 3.1.78
University 8.5.78
Milton Keynes Central 17.5.82
Birchwood 6.10.80
Watford Stadium 4.12.82

Western Region:

The Dell 7.12.70
Bristol Parkway 1.5.72
Lymington Commando 3.5.76
Lelant Saltings 14.5.79
Cardiff Cathays summer 1983

Scottish Region:

Branchton 5.6.67
Argyle Street 5.11.79

Southern Region:

Southampton Airport -4.66
Moulsecoomb 12.5.80

REOPENED STATIONS

Eastern Region:

Needham Market 6.12.71
Baildon 5.1.73
Magdalen Road 5.5.75
Ruskington 5.5.75
Metheringham 6.10.75
Dronfield 5.1.81
Wetheral 5.10.81
Watton-at-Stone 17.5.82
Crossflats 17.5.82
Deighton 26.4.82
Slaithwaite 13.12.82

London Midland Region:

Dolgarrog 14.6.65
Narborough 5.1.70
Glan Conway 4.5.70
Matlock Bath 27.5.72
Shotton Low Level 21.8.72
Llanfairpwll 7.5.73
Peartree 4.10.76
Aigburth 3.1.78
Cressington 3.1.78
Garston (Merseyside) 3.1.78
St Michaels 3.1.78
Five Ways 8.5.78
Longbridge 8.5.78
Valley 1.6.81

Scottish Region:

Lochside 27.6.66
Dunlop 5.6.67
Stewarton 5.6.67
Kingsknowe 1.2.71
Alness 7.5.73
Duncraig 3.5.76
Muir of Ord 4.10.76
Anderston 5.11.79
Dalmarnock 5.11.79
Finnieston 5.11.79
Glasgow Central Low Level 5.11.79

Western Region:

Penally 28.2.72
Feniton 3.5.71
Falmouth 5.5.75
Honeybourne 25.5.81
Pinhoe 16.5.83

Welsh transport event

CAPITALISING on the appeal of the 'Great Little Trains' — and linking them with other transport activities — the Development Board for Rural Wales is promoting the Mid Wales Festival of Transport, to be staged on 17-21 June. Among railway attractions will be the running of diner specials on the Ffestiniog Railway and the 'longest ever' train on the Talyllyn, with open days at Boston Lodge (FR) and Pendre (TR) locomotive works. There will be extra trains on the Welshpool & Llanfair Railway, while on the Vale of Rheidol a set of coaches newly restored to chocolate and cream livery will be in use (complemented by 2-6-2T No 7 *Owain Glyndwr* now back in 1950s-style Brunswick green) and the line's new 'Vista Car' is expected to make its debut. Canal, river and lake cruises and rides on stage coaches, horse buses, horse trams and vintage motor buses will also be featured at various centres. To get to selected Festival venues extra train and coach services are being laid on from several centres. The SLOA Pullman train is scheduled to work a special from Doncaster, Sheffield, Derby, Stoke and Crewe to Aberystwyth on Monday 20 June. It is also hoped to use an IC125 set on another special working through to Aberystwyth on Sunday 19 June, from Bristol, Gloucester, Cheltenham and Birmingham.

Further information, both about the Festival itself and about getting to the event, is available from: Edwin Lund, Festival of Transport, c/o Talyllyn Railway, Wharf Station, Tywyn, Gwynedd, telephone Tywyn (0654) 710472.

Trust's new Royal Patron

HRH Prince Michael of Kent has accepted an invitation to become the Patron of the Transport Trust, in succession to HRH Prince Philip, Duke of Edinburgh. Patron since 1972, Prince Philip had earlier indicated that he wished to reduce his commitments.

Preservation Scene

Treacy Memorial Competition winners

The 1982 Eric Treacy Memorial Competition, organised by the Friends of the National Railway Museum and sponsored by photographic equipment manufacturers and suppliers, attracted a total entry of 1,262 photographs, comprising slides, transparencies, and both black-and-white and colour prints. In the 'Open' section for both amateurs and professionals, the overall winner was Paul Richardson of Nelson, Lancs, with an against-the-light 35mm slide with the title *Golden Incident*, taken on the Keighley & Worth Valley Railway. First prize in the 'Junior' section, open to photographers under the age of 18, went to R. T. Bell's slide *GN on the GC*. A selection of the prizewinning colour entries is to be featured as the centre spread in the August issue of *Railway World*.

Landslips beset SVR and K&ESR

The abnormally wet weather brought major problems to the Severn Valley and Kent & East Sussex Railways over the May Day Bank Holiday weekend, with operations on both lines badly disrupted by landslips.

In fact the SVR had had some trouble in the preceding week when there had been an earthslip in Eymore Cutting, south of Victoria Bridge, and urgent emergency work

had been carried out to restore the formation and prevent further movement. However this was a relatively minor incident compared with the serious landslip that developed near the new bypass bridge at Bridgnorth on Saturday 30 April, when some 80yd of track was left suspended in mid air after a section of the embankment supporting the line had fallen away. Fortunately there had been earlier signs of movement and train operations had already been cancelled between Bridgnorth and Hampton Loade. For the rest of the weekend — and subsequently — trains from Bewdley terminated at Hampton Loade and an emergency bus service was instituted between there and Bridgnorth, but operations were complicated both by the lack of coaling facilities at Bewdley and by the fact that there were only three SVR locomotives (plus visiting 'King Arthur' 4-6-0 No 777 *Sir Lamiel*) located south of the slip at the time of the incident. It is thought that the stability of the railway formation could have been affected not only by the heavy rainfall but also by the disturbance of the surrounding land by the road construction project. Repairs were completed in time to allow a resumption of normal working on 18 May.

On the K&ESR, the May Day Steam Gala was to have marked the introduction of two-train working and the opening of the extension to Hexden Bridge. In the event, things did not go as planned: both trains reached Hexden Bridge but, on its return working with the first train, 0-6-0ST No 14 *Charwelton* was derailed by an earthslip $\frac{1}{2}$ mile from Rolvenden. With all the serviceable passenger coaches marooned at the southern end of the railway it was quite impracticable to run trains over much of the line and operations were restricted to the provision of a shuttle service between Hexden Bridge and Wittersham Road. Meanwhile volunteers and the remainder of the railway's working staff made heroic efforts to restore the formation and relay about 150ft of track. Work continued

Below: 'Castle' 4-6-0 No 5051 *Drysilwyn Castle* heads south at Pontrilas with the 16 April 'Welsh Marches Express'. Les Nixon





Mid-Hants developments:

Left: 'T9' 4-4-0 No 30120, outshopped in BR lined black livery, poses in Ropley station on 7 May. It worked its first passenger train on 14 May. *M. E. Roberts*

Centre left: 'West Country' 4-6-2 No 34016 *Bodmin* ventured to Medstead station (where it was photographed) on 22 May. Passenger services to and from Medstead began on 28 May. *Geoffrey J. Jefferson*

Bottom left: Visitor to the Worth Valley — ex-S&DJR '7F' 2-8-0 No 13509 leaves Keighley on 1 May. *John Titlow*



throughout the rest of the day and through the night, so that it was possible to restore services on Monday — although inevitably there were still some delays. Indeed, the first train from Tenterden had to be cancelled

because of the displacement of the rolling stock.

Stolen painting

A framed oil painting, measuring 24in by



23½in, by Anthony Wells and showing Class A4 4-6-2 No 60007 *Sir Nigel Gresley* at King's Cross shed has been stolen from the Stephenson Locomotive Society Library. If any reader has any information concerning its whereabouts, would he please contact Mr R. D. Jamie, 7 Weavers Knowe Crescent, Currie, Midlothian EH15 5PJ.

Railway, steam centre and museum review

Bitton Railway Centre, Bristol

Good progress on tracklaying north from Bitton towards Oldland is reported following the purchase of a quantity of good quality track materials, including concrete sleepers, from Uskmouth Power Station, Newport. To speed the work a group of supporters has purchased a hand-held tamping machine. Over the course of the past year ballast has been recovered from the cut trackbed south of Bitton, towards Warmley — which is now incorporated in the Bristol Bath Cycle and Walkway project, sponsored by the line's present ground landlord, Kingswood District Council.

With the blessing of the Department of Transport, the first passenger trains are planned to run over the ¼ mile of the Oldland extension to a temporary halt at School Lane on 27 August. They are being arranged in connection with a local flower show to overcome the problems of parking in the School Lane area, and it is hoped that some 2,000 people will take advantage of this unusual travel facility.

Having presented Warmley signalbox (still on its original site) to the Bitton Centre, Kingswood District Council has followed this up with a grant towards safeguarding the structure against further deterioration. A decision has yet to be taken on whether to move the box to Oldland — or whether the line might eventually run to Warmley.

The tender body of Stanier 'Black 5' No 45379 has been reunited with its frames. Much remains to be done on this locomotive but, with the frames now under a plastic cocoon, work can continue in bad weather. Meanwhile, Peckett 0-6-0ST No 1636 *Fonnon* recently returned to service following a boiler inspection.

A new arrival at Bitton is BR RUB restaurant/buffet car No W1933, which is basically sound despite the absence of some equipment and fittings.

Bluebell Railway

Mr Derek K. Plummer, the Bluebell Railway's Traffic Manager and former British Rail station manager at Worthing, passed

Right: SR No 777 *Sir Lamiel* has made its appearance on the Severn Valley Railway. On 23 April, it leaves Bridgnorth with a train for Bewdley. Note the Gresley coaches at the head of the set. Peter J. Green

away suddenly on 13 April last at the early age of 57. Bluebell Director Bernard Holden paid tribute to his work over many years raising money for the Southern Railway Children's Home at Woking and commented that his passing was a great loss to the Company.

On 23/24 April a team of volunteers from the Bluebell Railway were on hand to supervise the removal from Wittering to Horsted Keynes of the body of a London, Brighton & South Coast four-compartment first-class coach, built in 1880 and originally mounted on a six-wheel underframe. Since 1920 it has formed the core of a holiday bungalow and has been maintained in remarkably sound condition. An on-site inspection of this find prior to purchase discovered no trace of rot, six of the eight doors and all the drop lights to be in working order and the original horsehair ceiling still in place.

Brecon Mountain Railway

Work has started on the construction of a new boiler for Orenstein & Koppel 0-4-0WT No 12722 built in 1936. This is the next locomotive scheduled to enter service.

Three BR vans have been converted internally to provide cafeteria and toilet facilities at Pontsticill while, at Pant, the station building project is well advanced and proceeding at an increasing pace.

Cholsey & Wallingford Railway

On 14 April Wallingford Town Council announced that it had successfully completed negotiations with BR to purchase the trackbed of the branch line from Cholsey which it is to lease to the Cholsey & Wallingford Railway Preservation Society. Meanwhile the latter has independently acquired a length of more than 300yd of track still *in situ* at the Wallingford end of the line and has made a bid for a much longer section running towards Cholsey. However, the Society's aim of reopening the line as a tourist attraction has been strongly opposed by the Great Western Society, which is concerned that the project could undermine the viability of the nearby Didcot Railway Centre.

Cornwall Railway Museum

On 5 April the first locomotive to arrive at the museum site was unloaded. This is a Planet 0-4-0 diesel shunter formerly at Devonport Naval Dockyard. It was followed the next day by a Hunslet diesel shunter, also purchased from the Ministry of Defence and previously based at Ernesettle Armaments Depot. The latter locomotive is to be returned to working order to haul the engineering trains to prepare for the reopening of the Chacewater-Newquay line. Work has already started towards an application for a Light Railway Order.

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Anybody interested in assisting with this project can obtain further details by writing to the Museum's Managing Director: C. M. Tankard, Cornwall Railway Museum, Zelah, Cornwall TR4 9JG.

Fairbourne Railway

Interest from as far away as the Isle of Wight has been expressed in acquiring the 15in-gauge Fairbourne Railway, of which the Wilkins family, the present owners, are anxious to dispose. Nevertheless, the line is recognised as a major local asset and the Fairbourne Railway Preservation Society has been established in the hope of raising sufficient funds to purchase the line and place it in the hands of a separate operating company. A close watch on the situation is being maintained by Meirionydd District Council which, rather than see the line and its equipment dispersed elsewhere, could itself step in as a potential purchaser.

Ffestiniog Railway

On Good Friday, the Ffestiniog Railway celebrated the completion of its first 1/4 million miles of steam haulage since the restoration

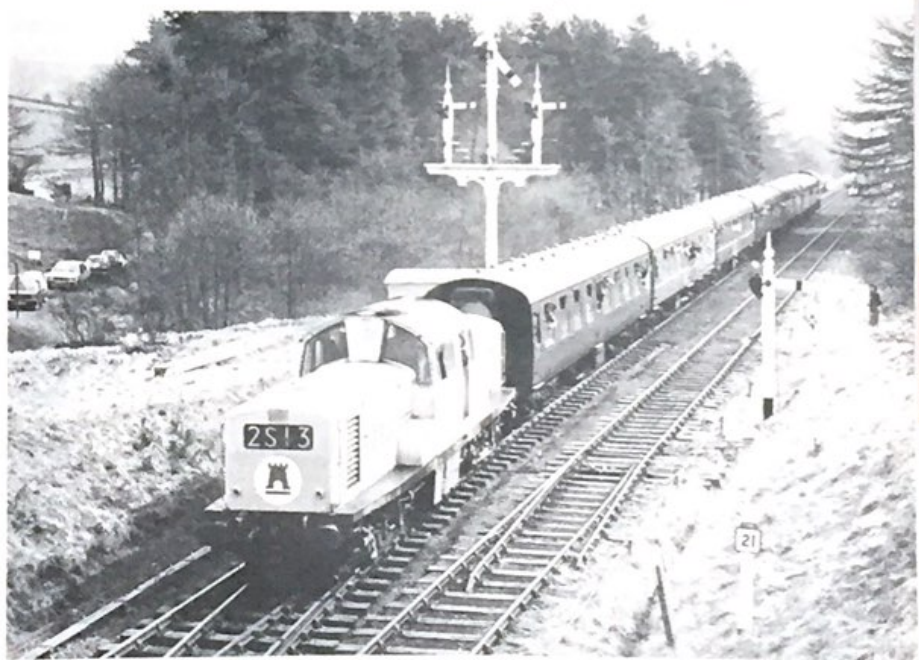
of passenger services (over a one-mile section) in 1955. To mark the achievement the 120-year-old George England 0-4-0ST *Prince* carried a special headboard throughout the day.

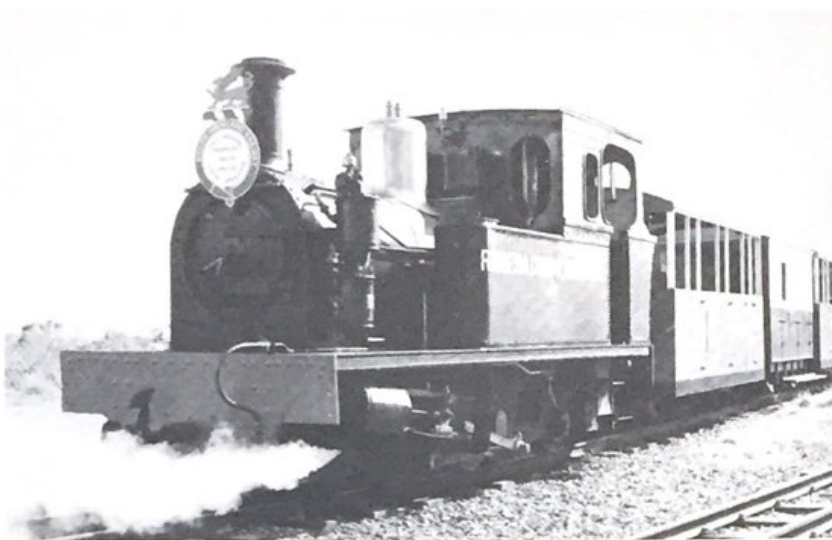
Over the weekend after Easter, a training course was staged for junior operating staff who aspire to fire locomotives or to become guards. There were both practical and theoretical sessions with a showing of a recently completed safety film, with commentary, made on the line.

Great Central Railway

Completed results for 1982 show that revenue was 40% up — with a 20% increase in passengers — on 1981's figures. Early

Below: The last surviving Clayton Type 1 Bo-Bo, formerly No D8568, is now based on the North Yorkshire Moors Railway. On 16 April, and assisted at the rear by diesel hydraulic No D9529, it approaches Goathland with the 13.20 Pickering-Grosmont. Colin Boocock





Left: During the Welsh Highland Railway's first weekend of steam operation, Peckett 0-4-2T (2024/42) is leaving Porthmadog, WHR on 30 April. Peter Johnson

returns for this year show a further improvement, with the railway making a clear profit in the first quarter.

On 24 April, the 50th Anniversary of the Great Western Railway's 'Air Rail' service was celebrated by sending a special 'air mail' bag from the GCR to Didcot Railway Centre. The bag, containing special covers supplied by the Great Western Society, was dropped from a moving train, including the LNER Travelling Post Office van, on to the pick up apparatus at Quorn & Woodhouse station, and transported in a vintage Post Office mail van to Leicester South Airport. Thence it was flown to Kidlington, near Oxford, before being taken — in another preserved PO vehicle — to Didcot, where the bag was again dropped from a moving TPO.

On 25 May remanufactured outside cylinders for BR Class 8 4-6-2 No 71000 *Duke of Gloucester* were due to be unveiled — mounted on the locomotive — at a ceremony at Loughborough. The original cylinders were removed from No 71000 before its rescue from Barry and one was preserved in its own right in the National collection to demonstrate the Caprotti valve gear action. Many difficulties were successfully overcome by the restoration team. Most notably, when the project was launched, some new parts had to be made without reference to the original works drawings which were not then available; subsequently, when drawings were obtained, these parts were found to be correct. The cylinder blocks were cast at the British Steel Corporation's Rotherham foundry — the last-remaining plant in the UK capable of producing such complex items — and subsequently stress relieved and machined at BSC's Weedon, Northamptonshire, works.

The GCR is celebrating its 10th anniversary by staging a combined LNER Gala and Barbecue Weekend on 24-26 June. The proceedings will be inaugurated by a special from Loughborough to Quorn & Woodhouse on the evening of Friday 24 June. During the course of a barbecue party there, 'Director' class 4-4-0 No 506 *Butler-Henderson* will head through a commemorative mail train, formed of the LNER TPO set. Throughout the weekend, the emphasis will be on LNER motive power

with Class 'N2' 0-6-2T No 4744 and 'B1' 4-6-0 No 1306 *Mayflower* in use as well as No 506. Then will be further barbecue parties on the Saturday and Sunday — plus other special attractions.

Liverpool Road Station, Manchester

The Liverpool Road Station Committee has announced that 'circumstances beyond its control' have forced the discontinuance of the weekend opening of the station to the public. However, the building is due to reopen on a permanent basis on 15 September as Greater Manchester's Museum of Science & Industry.

Middleton Railway, Leeds

Another locomotive recently arrived on the Middleton Railway, after purchase by Trust Chairman Joe Lee and another Trust member. The 1966 John Fowler 0-4-0 diesel-hydraulic shunter (No 4220038) came from Thornhill Power Station, Dewsbury, and is in full working order. The power plant is an Albion engine of basically the same type as used in BR's 'Trans-Pennine' dmus, though developing rather higher horsepower.

Bagnall 1943 0-4-0ST *Matthew Murray* has recently been stripped down for a major overhaul, and this is likely to include replacement of the smokebox tubeplate. Meanwhile, work continues on the Danish 1895-built 0-4-0WT, No 385. Following the renewal of several firebox stays, this locomotive should be back in service towards the end of the year.

Construction of a new shop, plus fencing on the Tunstall Road site, started in May, using labour provided under a Manpower Services Commission scheme. This forms the first part of a development plan, under which — at a later stage — a new storage shed/workshop is to be built.

North Woolwich Station

On 25 April work started on the project, sponsored by the London Dockland Development Corporation to restore North Woolwich station to its pre-1914 condition, complete with cast iron canopy. The main building has been purchased from BR by the Passmore Edwards Museum Trust and, on completion of the restoration work, it is to be used to house an exhibition on the Great

Eastern Railway now being prepared by the Passmore Edwards Museum and the GER Society (see *Railway World*, June issue). It is anticipated that the first stage will be open by Easter 1984.

North York Moors Railway

The Deltic Preservation Society's two locomotives, No 55.009 *Alycidon* and No 55.019 *Royal Highland Fusilier*, are due to see service on at least one day each month during the current operating season. From July onwards the dates are as follows: 2 July; 6 August; 3 September; and 1 October (Diesel Day). In addition a special 'Deltic' Day is being organised in conjunction with the BR Railriders Club on 25 June, when prizewinners in a national competition will be given lunch in the GWR saloon — plus 'Deltic' carol nights and rides on 'Deltic'-hailed trains.

A noteworthy steam visitor to the North Yorks Moors Railway this year is LMS 'Jubilee' class 4-6-0 No 6009 *Leander*. Due to arrive on 19 June, No 6009 is scheduled to make regular appearances on traffic before its departure on 1 August.

Rumours that the Moors line is in serious financial difficulty have met strong official denials. It is affirmed that the railway is operating within its existing limits and fully intends to pay off outstanding loans from North Yorkshire County Council and the English Tourist Board within the next four years. Possibly the stories of financial problems started when the payment of wages to the line's full-time employees in February was late 'because of a delayed meeting with the bank'.

Pontypool & Blaenavon Railway

Following the visit by HRH The Prince of Wales to the Big Pit Mining Museum some two years ago, it was thought that he might be interested in the feasibility study for the associated railway project. The response was a letter of support from Buckingham Palace together with what is described as 'a very generous donation'. Mrs Ingrid Nutt, Secretary of the railway steering committee has commented that the gesture has made the project's supporters 'more determined than ever to see the reopening of the railway line all the way from Pontypool to Blaenavon'.

Work has been progressing on two BR Mk 1 coaches, TSO No E4677 and BSK No E35494 acquired by the Big Pit Mining Museum for its own internal railway, currently about $\frac{1}{2}$ mile long, which the Pontypool & Blaenavon Railway Society has agreed to operate. Initially workings are to consist of the TSO and an LMS brake van, propelled by one of the Big Pit's two Andrew Barclay 0-4-0STs.

Spen Valley Museum

Following outline approval of the project by West Yorkshire County Council, negotiations are going ahead on the acquisition of land to establish a comprehensive museum of transport centred on the Spen Valley line between Low Moor and Thornhill (at present used by BR freight services). The present stated intention is to electrify the railway with a 550V dc overhead power supply to allow the line to be used 'by single-deck trams and electric railway rolling stock'. There would also be a museum at Low Moor for buses, trolleybuses and trams with maintenance and restoration facilities, a segregated cycleway beside the railway line, and (at a later stage) a waterways museum at Ravenswharf.

Notwithstanding the fact that there now appears to be no idea of establishing yet another steam railway in the West Riding, the project is still opposed by the Keighley & Worth Valley Railway (see *Preservation Scene*, May) on the grounds that it represents a threat to that line's economic well being, and, moreover, a threat which is inherently 'unfair' being supported by public funds.

Swanage Railway

Dorset County Council has now given the Swanage Railway permission to make an agreement for the repair and restoration of Corfe Castle railway with Mr L. Hayward, Director of electronics company Eastpoint Ltd, the building's present tenants. By coincidence Mr Hayward himself lived in the building as a child when his grandfather was station master and is anxious to see the building restored. His company only has a short-term lease pending a decision on the routing of the Corfe Castle bypass. The Swanage Railway has been promised a long-term lease of the railway trackbed and buildings once the bypass issue is settled.

Welsh Highland Railway

Saturday 30 April witnessed the commencement of steam-hauled passenger working on the first section of the reconstructed Welsh Highland Railway. At 11.00 the first train of the day was worked by the recently rebuilt Peckett 0-4-2T *Karen*, dating from 1942. Later, at a small ceremony at 15.30 the locomotive was officially handed over to the Welsh Highland Company by the group responsible for its restoration.

Locomotive and rolling stock review

LNER Class A4 4-6-2 No 4468: In response to pressure to find out how much work might be involved in bringing the locomotive back

to full working order, No 4468 *Mallard* was removed from exhibition in the National Railway Museum on 19 April and taken to the Peter Allen building where the superheater elements and large and small tubes were removed to permit an internal examination of the boiler. This was found to be in remarkably good order. While there are no immediate plans to restore *Mallard* to main-line working, it may be noted that the 50th anniversary of the 126mph record for steam traction is only five years away. For the present, when No 4468 is returned to public view, it is possible that the front end may be left partly exposed to provide visitors with an inside view.

Ex-LSWR Class T9 4-4-0 No 30120: This locomotive, currently in the care of the Urie S15 Preservation Group and now restored to its late-BR condition in lined black livery, is this summer being used on the Mid-Hants Railway as a pilot engine on selected trains. No 30120 made its first public return to steam on the weekend of 14/15 May.

WW1 military vehicles: A Historic Vehicles Trust has been established to purchase and restore the unique collection of World War 1 military railway vehicles which have been in use for more than 20 years on the Lincolnshire Coast Light Railway and, before that, on the industrial Nocton Estates Light Railway near Lincoln. They were originally built in 1917 to take ammunition and other supplies to troops at the front and to convey wounded soldiers back to base hospitals. It is anticipated that following restoration the vehicles will be displayed at the new Museum of Army Transport at Beverley, North Humberside.

No 34007 *Wadebridge*: An attempt to haul 'West Country' class 4-6-2 No 34007 up on to the running shed site at Marsh Mills on the Plym Valley Railway almost ended in disaster on 4 April when the locomotive overcame the brake on the road recovery unit winch and ran backwards down the slope and off the length of specially laid transfer track to end up with its trailing truck deeply buried in the earth. *Wadebridge* was eventually rerailed two days later with the aid of a five-ton bulldozer and a 2:1 tow arranged by threading a heavy steel hawser round the locomotive's leading axle and clamping the other end to the track at the top of the slope. The move took a total of 6hr.

Class 126 dmu: One of the Scottish Region's

original Swindon-built three-car 'Inter-City' diesel multiple-units, vehicles Nos 51017, 59404 and 51043, has been purchased by the Swindon Preservation Society for use on the Brechin Railway. It is intended to restore the unit to its original green livery and to replace the 'intermediate' end gangway which was removed some years ago. Anybody wanting to assist in such a project, either as a volunteer or with cash support, is invited to contact SPS Secretary: Ian McDonald, 20 Parkhill Drive, Rutherglen, Glasgow G73 2PW.

73082 *Camelot Locomotive Society*: Parts recently obtained for the Standard Class 5 at Sheffield Park include cylinder pressure relief valves and springs, gauge glass pedestals, driver's brake valve, graduable steam brake valve and duplex steam valve, an SSJ ejector, and an ex-'Britannia' chime whistle. However, present efforts are concentrated on the tender with work having recently started on the construction and fitting of new frame cross-members and stretchers while the frames are to be needle-gunned and repainted. In January a contract was signed with Shipyard Services of Brightlingsea for the construction of a complete BR 1B-pattern tender tank which is due to be delivered in early autumn.

Southern Repatriation: The initial response to the proposal to bring 'Schools' class 4-4-0 No 926 and 'M7' 0-4-4T No 53 back to Britain from the Steamtown Museum in Vermont has been very encouraging and Southern Repatriation's engineering advisor was due to visit Steamtown at the end of May to assess the condition of each locomotive.

GWR Loriet B No 42155: This low-loader wagon, built at Swindon in 1909 and believed to be the only one of the 18 constructed to be preserved, has been purchased by the Railway Preservation Society at Brytey Comprehensive School, Bridgend, for restoration and use on the Gwili Railway. The vehicle was transferred by road from BR Cathays to the Gwili line on Sunday 24 April. Restoration work will be carried out on site.

When writing to individuals or organisations mentioned in this section, please always enclose a large stamped self-addressed envelope if you want a reply.

Right: After North British 0-6-0 *Maude* had failed a steaming test, Scottish RPS volunteers put in 36 hours' frantic work to prepare 'D49' 4-4-0 No 246 *Morayshire* instead to work an Institution of Mechanical Engineers charter train on 11 May. The 'D49' worked the special from Craigentinny, Edinburgh (where it is seen) to Rosyth. The SRPS also provided a Gresley buffet car (behind the engine). *Colin Boocock*



British Railways Board

AT THE BEGINNING of May, before the date of the General Election had been announced, Secretary of State for Transport David Howell rejected an 'interim plan' for the Inter-City business submitted to him by the British Railways Board. The BRB had been asked to plan for 'a fully commercial performance by 1985', but, according to a House of Commons written reply, the Board's initial Inter-City prospectus did 'not show the business achieving even a small profit before 1988'. In view of the fact that it had not provided the 'required satisfactory path to profitability' — on which, in particular, the authorisation of the East Coast electrification proposals depend — the plan had been referred back to the BRB. The Board is now engaged on further studies and hopes to put forward further proposals during the course of the summer.

Notwithstanding his hard line on longer-term Inter-City strategy, the Minister did approve the construction of another 60 Mk 3 coaches. Of these, 32 are to be second-class IC125 vehicles — with the new 76-seat 'high density' layout — which are required to strengthen East Coast main line formations. While some of these — former Western Region Class 253 sets and Class 254 sets that have now lost their original TRUK restaurant/kitchen cars following the drop in demand for meal service — currently incorporate seven trailer vehicles only, instead of the eight planned in East Coast service, it also appears likely that others may now permanently be made up with nine trailers for use on the most heavily patronised train services.

The remaining 28 coaches, to be locomotive hauled, will form a new Mk 3b sub-series. All first class, they are to incorporate APT-type seating in upgraded saloons, and are destined for the West Coast main line.

BR came out of 1982 'stronger than when it went in', according to Chairman Sir Peter Parker's Commentary on the year which introduces the BRB's *Annual Report & Accounts 1982*. Making due allowance for the distortion caused by the year's succession of strikes, it is claimed that labour productivity improved by 8%, passenger train loadings by 5% and freight train loadings by 1%. At the same time there were reductions of 2% in track and signalling costs, 5% in administration costs and 4% in operating costs. Had it not been for industrial disputes the report says that the Board would have emerged from 1982 with an operating surplus larger than that for the preceding year and, after interest, would have broken even. As it was, the year's strikes cost around £170million with the result that there was an overall operating loss of £87million — or £174million after interest — although it should be borne in mind that these figures include the profits made by the BRB's non-rail businesses; on the railways alone there was a shortfall on operations of nearly £98million. However, despite the disruption caused to railway working, with about 11% of train-mileage lost, the markets for rail passenger travel and for freight traffic held up reasonably well in the continuing

Rail Report

recession. Carriages of 630.1million passenger journeys (17,000 passenger-miles) and 142.6million tonnes (9,867 tonne-miles) represent reductions of some 12% and 10% respectively on the figures for 1981. The freight sector achieved a working surplus of £10million and parcels £8million.

In contrast with the generally gloomy prospects foreseen for BR by most commentators in the wake of the Serpell Report, Sir Peter holds to his view that, notwithstanding its negative aspects (not least its 'unsettling' effect on the railways' markets) the Report does provide support for the Board on the longer-term issues which need to be settled. And he affirms that the BRB's 1983 Plan — still in preparation at the time he wrote his commentary — is beginning to reveal the benefits of improved performance in better financial results for the years ahead. Sir Peter says that there is 'every indication' that this potential can be reflected in increased investment — above all in electrification.

As a first step towards the simplification of its present complex fares structure British Rail has generally withdrawn the former monthly return ticket facility and, where they existed, first-class day returns. On the other hand, cut-price period Saver returns have been extended to more cross-country routes and there is to be an expansion of the scheme whereby, at weekends, second-class ticket holders may travel first class on designated main line services on payment of a £1 supplement. It is also intended to phase out the local rail-travel promotional offers that have proliferated in recent years under a number of confusing brand names — although major 'national' promotions, such as the Kellogg's cereal offer and special fares for such events as the Motor Show will continue.

Provincial Services Director John Welsby confirmed that BR is still interested in the idea of replacing some lightly used rail services with buses when he addressed the National Conference of Rail Users' Groups in London on 16 April. Unlike previous rail-replacement bus services, however, any introduced in the future would be tailored more closely to the real needs of the local communities they served and integrated with other remaining rail services. Although it was not suggested that railwaymen should get directly involved with bus operation, the new-style services would be underwritten by BR. Nevertheless, a new regulatory framework would be required and — where it was proposed to withdrawn passenger trains over some routes altogether it would still be necessary to go through the statutory closure procedures.

London Transport

A much simplified fares scheme was introduced on London Transport services within Greater London on 22 May. There are three major changes: 1) The bus fare zones have been extended to the Under-

ground — although in this case the outer zone is split into three to maintain an increasing prices scale for longer-distance commuter services; 2) The previous West End and City zones are combined to extend the range of the basic 40p Central area ticket; and 3) Travelcards — zonal season tickets valid on both LT trains and buses — replace most Tube seasons and many bus passes. On the Underground outside the Central zone, individual journeys within a single zone cost 30p, while journeys through more than one zone show a cumulative reduction up to £1.30 for a five-zone ticket. Travelcards range in price from the weekly single-zone version at £2.80 (£4 for the Central zone) to an annual all-zone card at £480. For the first time, BR's Waterloo & City line is fully integrated into the LT tariff system. Overall, the new charges scheme reduces fares levels by an average of 25% — although some longer distance fares have been more than halved.

The northern terminal of the projected line of the proposed Docklands light transit system running north from Poplar may now be at Stratford instead of Mile End. The latter destination would necessitate the last leg running down the centre of the road to produce otherwise unnecessary traffic conflicts. This is one of the topics discussed in the first of a series of public consultation newsletters on the project which is devoted to the siting of stations generally. It also draws attention to the problem of finding an 'ideal' western terminal station in the Tower Hill area; present proposals for a station on the east side of Minories connected to Tower Hill Underground station by walkways.

Tyne & Wear

A Tyne & Wear Metro train ran into the side of a bus at the Brunton Lane automatic ungated crossing on the Monk Foot branch on 22 March. Although the vehicles were badly damaged, nobody was seriously injured; while the train was carrying passengers, the bus was empty apart from the driver. However, it was on its way to pick up schoolchildren and the incident revived misgivings among local residents about the safety of ungated crossings. At the subsequent public inquiry, Railway Inspecting Officer Maj Olver pointed out that, provided the road signals displayed as trains approached were obeyed, there was no risk to life or limb, but evidence was presented which suggest that some road users were tempted to race the trains and shoot the lights. Sight lines at the crossing were also criticised at the hearing.

The provision of two more Metro stations has been approved in principle. They will be at Great Lime Road, between Benton and Shiremoor, and at Stotts Road, between Wallend and Walkergate.

Regional round-up Western Region

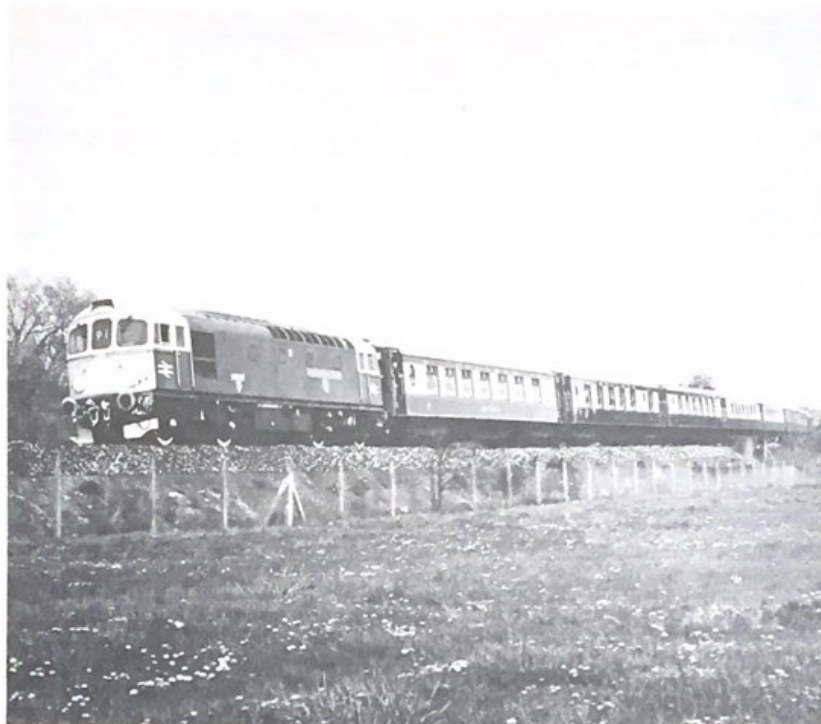
The pattern of departures on Inter-City routes from Paddington has been revised in the 1983-4 timetable in order to obtain improved utilisation of the Western's reduced fleet of 31 IC125 sets. The

'standard' daytime pattern is now XX.45 to the West of England, XX.00 to South Wales and XX.05 to Bristol — although there are several exceptions to the rule at the beginning and end of the working day. Only one through service now remains in each direction between London and the Torbay line, but this is an IC125 working leaving Paddington at 09.20 and arriving at Paignton at 12.18, and returning at 12.55 due back into London at 16.08. These trains revive the 'Torbay Express' title last used officially in 1969. Notwithstanding the absence of more through workings, however, there remain 10 'down' connecting services, with a change at Newton Abbot, while, going towards London, there are now 11 instead of eight as formerly. The average journey time is 205min. Incidentally, the 'Torbay Express' forms but part of a 980-mile IC125 diagram which starts the day at Swansea and finishes with another round trip from London to Swansea and back.

The 'Cornish Riviera' now takes 3hr in each direction between Paddington and Plymouth, including a stop at Exeter, up to 7min faster than formerly, while the overall eastbound timing to London from Penzance is reduced to 4hr 4min for the 305½ miles. Mk 3 sleepers are due to be introduced on the West of England route during the course of the summer. Later in the year they are due to enter service between Bristol, Glasgow and Edinburgh.

With almost 1000 daily 'customer journeys' (that is, individual passengers departing, arriving or changing trains), Reading station is said to be second in importance only to Paddington on the Western Region. Plans have been drawn up for a major redevelopment scheme providing for a new main station building on the site of the onetime South Western Railway station — at present used as a car park. Dating from 1865, the present main station building is 'listed', and would be incorporated in the scheme to provide expanded accommodation for waiting rooms, toilets and catering facilities. Alternative car-parking space would be provided to the north of the railway and in the basement of the new main building. However, at this stage the scheme is a proposal only and is unlikely to go ahead if it can attract local authority financial support or a commercial partner.

At West Drayton station the slow lines have been straightened to allow the raising of the line-speed for through trains to be raised from 30mph to 90mph, and the cutting back of the island platform has necessitated the demolition of the former Great Western building, dating from 1879. Although this was not on the statutory list of buildings of historical or architectural merit, it had been cleaned and refurbished in recent years and its destruction was opposed by local conservationists and by the local authority. It is to be replaced with a new shelter that will 'harmonise with the existing [main station] building', according to a BR spokesman. With the realignment, the connection off the freight-only Colnbrook branch has been moved to join the 'up' slow line at the



Above: VSOE Ltd is offering three day excursions making use of the Pullman set. On Saturdays from 30 April a Waterloo-Brockenhurst return special has operated, in connection with a tour of Beaulieu Abbey. On 30 April, No 33.027 Earl Mountbatten of Burma is seen with the empty 'VSOE' stock between Parkstone and Poole (where the vehicles were serviced.) A Class 73 originally had been diagrammed, but concern that these locomotives could not handle the 380-ton train up Parkstone bank has led to the use of a Class 33. Phill Parker

London, instead the 'country', end of the station.

Following re-examination of the signalling requirements at Bradford Junctions under the Westbury resignalling scheme it has been decided to retain the normally freight-only link between Trowbridge/Bradford-on-Avon and Thingley Jn on the Paddington-Bristol main line. The line serves as an oil depot at Melksham and is also used as a diversionary route for passenger trains during weekend engineering works.

Among locomotives from more distant depots observed in South Wales in March were: No 47.404 *Hadrian* (GD), seen with the 'up' newspaper empties on 7 and 9 March; No 47.480 *Robin Hood* (TO), on the 15.00 SuO Paddington-Swansea on 13 March; and No 47.418 (GD), in charge of the 17.20 Swansea-Cardiff on 22 March. Hither Green-based Class 33s Nos 33.042/046/058 were also observed during the course of the month while 'Hastings-gauge' No 33.212 was noted in charge of the 05.35 Cardiff-Crewe and 10.00 return working on 8 April.

Apart from the 10.22 Plymouth-Penzance and 13.46 Penzance-Bristol services which have been booked Class 45 turns since

January, the 09.20 Liverpool-Penzance — normally booked for a Class 50 — has been worked by a 'Peak' on several occasions in recent months.

In Exeter work stopped on the construction of the new power box on 17 February when the builders, Woodman & Son, called in the Receiver. Things remained at a standstill for exactly a month; then Woodman's contracts were taken up by Isis Construction of Swindon, and work has now restarted.

During the course of the next year, the Western Region's HQ offices are due to move from Paddington to Swindon. Presumably this will pave the way for the establishment of a two-tier management structure with the anticipated abolition of the Divisional level.

Southern Region

Progress on the resignalling of the approaches to London's Victoria station is reflected in the 1983-4 timetable by the resumption of through running to/from Victoria of many Central Division services that have been terminating at/starting from Clapham Junction — particularly at weekends. On the South Eastern Division, most trains on the London-Maidstone East-Ashford line now call at Barming to cater for a new hospital development there. The station has also reopened on Sundays. And, as previously reported (*Rail Report*, May), the South Western Division's 'Hantsway' service between Portsmouth and Southampton is being cut from three to two trains an hour: a semi-fast, running through to Bristol or Cardiff; and an all-stations service, extended to Romsey or Salisbury.

The timings of many inter-Regional trains have been revised. From Brighton the through services to the Midlands and the North West now leave at 08.47 and 13.48

instead of 09.20 and 15.00 while that from Portsmouth Harbour is retimed 3hr earlier at 08.05. Southbound, the following services run: 07.38 Wolverhampton-Brighton (due at 12.00); 10.23 Manchester-Brighton (16.20); and 13.20 Manchester-Portsmouth Harbour (19.07).

An additional 11.20 Fridays only Brighton-Penzance service has been introduced due at Penzance at 18.36, while the former Saturdays-only Brighton-Paignton services in each direction have also now been diverted and extended to/from Penzance.

Engineering works at Poole on 20 March, when a new crossover between 'up' and 'down' lines was inserted, brought the unusual sight of an 'unheated' Class 47 to the area. This was No 47.339, which was in attendance with a ballast train. The main engineer's train was in the care of No 47.186. The new crossover is to allow the locomotives of Northeast-Southwest trains to run round their stock more easily. On NE-SW workings incidentally, No 33.033 stood in for Class 47 locomotives on four days running in early April, appearing on 1 and 2 April with the 09.25 Manchester-Poole and 17.05 Poole-Derby, on 3 April with the 16.42 Poole-Liverpool and again on 4 April with the 09.25 Manchester-Poole and (it is presumed) 17.05 Poole-Derby.

The 'Venice Simplon-Orient Express' Pullman set was chartered by the Merchant Navy Locomotive Society for a rail tour from Waterloo to Exeter, Paignton — and then on to Kingswear on the Dart Valley Railway's Torbay line — on 2 April. BR motive power was No 33.056 (HG) *The Burma Star*, while the DVR provided air-braked 2-6-4T No 80064 and GWR 4-6-0 No 7827 *Lyndham Manor*. On 16 April the 'VSOE' set was again used for a society special. This time it was a Railway Correspondence & Travel Society circular tour from Victoria, routed via Epsom, mid-Sussex line, Chichester, Eastleigh, Romsey, Laverstock Loop, Basingstoke, Woking, Virginia Water, Staines, Twickenham, Clapham Jn, Olympia (reverse), Longhedge and Stewarts Lane Jns. The train was headed by Nos 73.142 *Broadlands* and 73.129 *City of Winchester*.

There were no fewer than five football specials from points on the South Coast to Highbury & Islington for the Brighton v Sheffield Wednesday FA Cup Semi-Final on 16 April. Trains from Brighton at 10.47, 11.15 and 11.28 were headed by Nos 33.210, 33.006 and 33.007 respectively. No 33.054 worked the 11.16 ex-Eastbourne and No 33.048 the 11.39 from Littlehampton.

There is to be a BR Open Day at Brighton on 16 July. A variety of rolling stock, including the green Class 405 (4-SUB) unit No 4732, will be on display both at Brighton station and in the inspection shed and there will be a shuttle service in operation between the two. In connection with this event the Southern Electric Group has chartered a special train from London Bridge to Brighton, to be formed of two Class 421 (4-CIG) units, on a 50min schedule. Details of bookings are available from: J. Mitchell,

12 Walpole Court, Hampton Road, Twickenham TW2 5QH.

London Midland Region

As more drivers are passed out for driver-only operation (DOO) so additional services on the Midland suburban line are being turned over to electric operation. From Monday 18 April the following trains were regularly worked by Class 317 electric units: to St Pancras — 07.45, 08.02 and 09.35 (relief) ex-Bedford, 08.18 and 16.13 ex-Luton; from St Pancras — 09.27, 17.04, 17.10, 17.25 and 17.58 to Bedford and 15.00 to Luton. For the present maintaining the same schedules as the diesel units they have replaced, the new electrics are operating well within their full potential and waiting time at intermediate stations and early arrivals have become commonplace.

When full electric working is introduced from October, the timetable will not be as intensive as that originally planned when the Midland Suburban Electrification scheme was authorised, reflecting a lower level of demand than was anticipated before the economic recession of the past three years. Consequently, plans have been drawn up for six of the 48 Class 317 units to go to the Great Northern line, where — with 20 additional units of the same type yet to be ordered — they would replace the existing slam-door Class 312 outer-suburban sets to permit early introduction of DOO out of King's Cross. (The Class 312s are expected to be cascaded to the Great Eastern line.)

On Wednesday 30 March No 45.134 (TO) in ex-works condition after overhaul at BREL Crewe, together with No 47.565 (LE), worked the 09.44 Euston-Bangor train forward from Crewe. Easter Saturday, 2 April, saw No 47.509 *Albion* (OC) in charge of the 05.35 Cardiff-Crewe working. The locomotive returned to Cardiff the same morning with the 10.00 ex-Crewe. On 9 April an Inverness-based Class 47, No 47.464 (complete with snowploughs) was noted on the 11.49 Bangor-Manchester Victoria and the 15.45 Manchester-Bangor workings.

The last through freight workings on the Settle & Carlisle line, the 03.45 and 15.20 Healey Mills-Carlisle, 13.10 Carlisle-Healey Mills and 10.30 Mossend-Healey Mills, were due to be diverted to other routes from 16 May. That leaves the ballast trains originating at Horton-in-Ribblesdale and Ribbleshead and the two passenger trains in each direction as the line's sole remaining regular services. Although these latter trains are diagrammed to be worked by a Holbeck Class 31 and a Carlisle Class 47 almost anything can turn up. From 11 to 14 April the 16.05 train from Leeds was in the hands of boiler-fitted No 40.068 (HM), while on 19 April No 46.032 (GD) was in charge. It is expected that the passenger workings will be handed over to Class 124/125 dmus in the near future. Incidentally, anticipating that the run-down of services is a prelude to closure, the Railway Development Society, in conjunction with the Friends of the Settle to Carlisle Line Association, has launched a campaign to seek the retention of the line.

Details can be obtained from: Richard Watts, RDS Area Representative Lancashire and Cumbria, 15 Stanley Avenue, Penwortham, Lancs PR1 9RB.

On 23 April services on the West Coast main line were seriously disrupted when No 85.027, heading the Halewood-Dagenham Ford container train caught fire near Apsley and all four lines were isolated. Delays averaged 68min and it was 9hr before all lines were fully back in operation. No 85.027 was seriously damaged and has subsequently been withdrawn.

A joint British Rail, Nottinghamshire and Derbyshire County Council working party established last September to investigate the feasibility of reintroducing local train services between Nottingham and Mansfield has reported that the most direct route through the now-closed Annesley Tunnel is no longer a practical proposition while the alternative approach, via the Erewash Valley line is unattractively circuitous. The cost of upgrading the freight lines from Pye Bridge Jn to passenger standard is put at £1.2-£1.6million while annual running costs are estimated at £1.1-£1.3million — necessitating a subsidy of more than £6 per passenger, even assuming a service of two-car diesel units could achieve 100% load factors. The working party has concluded that there is no way in which it could justify the cost of such a service, and has recommended its own dissolution.

Eastern Region

In the North East, the 'Cleveland Executive' IC125 service, which links Middlesbrough with London King's Cross has been extended through from/to Newcastle in the 1983-4 timetable to provide a direct London service for Sunderland, Hartlepool and Stockton. Other Eastern Region developments include the provision of additional fast trains between Liverpool Street and Cambridge, some of which are extended through to/from Norwich and changes in the pattern of Trans-Pennine services which extends trains from Scarborough, York and Leeds to Llandudno and Bangor in North Wales, providing improved connections for Holyhead.

Following a serious earth slip near Royston (South Yorkshire) — on the line via Normanton and Cudworth — last October, Northeast-Southwest services between York and Sheffield were diverted via Pontefract. Other passenger trains, plus the 15.17 Leeds-Plymouth parcels working have run via Wakefield Westgate and Moorthorpe. With the relaying of the Pontefract line, it appears that these arrangements are to be made permanent. The Cudworth route is to be reduced to double track when it is resignalled, and the Cudworth-Stairfoot Jn freight link is to close in June. At Normanton, the opportunity is to be taken to provide a completely new station under the West Yorkshire Passenger Transport Executive's station building/improvement capital spending programme. The new building, on which work should start later this year, will be better sited than the present dilapidated structure.

Meanwhile, elsewhere in West Yorkshire, the new station at Bramley is expected to

Right: The first-built Class 58 continues to appear on crew-training runs, despite a reported manning dispute. No 58.001 on the 13.30 special ex-Doncaster Works at Peterborough on 21 April. A. Swain

Centre right: Mark 1 stock is now in traffic carrying the new numbers as applicable. A WR electrically heated set forms the 17.43 Paignton-Exeter St Davids at Dawlish on 5 April behind Class 33 No 33.005. A. Wynn

Below right: An interesting diagram, previously reported in *Rail Report*, involves the use of a Class 50 on the SX Birmingham Lawley St-Ipswich Freightliner as far as Nuneaton, such as No 50.016 Barham on 5 May, passing the closed Abbey Street, Nuneaton station. Paul A. Biggs

open in July and work is due to start on another new station at Saltaire. Provided planning permission is forthcoming it is also proposed to provide new buildings at Castleford.

Among Class 76 Manchester-Sheffield electric locomotives disposed of for scrap to Cooper's Metals of Brightside, Sheffield, are Nos 76.029/031-032/033 while Nos 76.025/027/030/034/035 have been observed at Booth's of Rotherham. Five more, Nos 76.012/016/021-023/026, were seen en route to Tinsley Yard on 29 March, while another three Nos 76.003/037/040 were observed at Loughborough on 16 April.

Local authorities have joined forces with BR to promote the Darlington-Bishop Auckland railway, which has been dubbed the 'Heritage Line' in recognition of the line's role in the area's history. As part of the campaign to attract additional patronage to the route special excursions are to run to Weardale — the normally freight-only extension beyond Bishop Auckland — on 25 June and 10 September.

On Tuesday 16 April, IC125 power car No 43113 was named *City of Newcastle upon Tyne* by Newcastle's Lord Mayor at a ceremony at the city's Central station. This is the first of a series of IC125 naming ceremonies planned by Eastern Region. The second took place on 9 May, when No 43116 was named *City of Kingston upon Hull*, at Hull.

Newcastle was also in the news when the station's new lighting scheme won the top award in the Commercial Section of EMILAS '82 (the Lighting Industry Federation's Energy Management in Lighting Awards Scheme). Compared with the previous lighting at Newcastle Central, the present installation provides illumination levels between 230% and 450% better, while running costs have been cut by 65% and maintenance by 80%.

An Open Day is being staged at Stratford Locomotive Maintenance Depot and Repair Shops on Saturday 9 July. A wide selection of locomotives will be on display, together with representative passenger and freight rolling stock, track maintenance machines and the Stratford breakdown train. The depot will be open from 11.00 to 17.00, and the admission price will be £1 for adults and 50p for children and senior citizens. All profits from the event will be donated to the Queen Elizabeth Hospital for Children and



the St Joseph's Hospice, both in East London.

Scottish Region

On 26 March No 47.546 was in trouble when working the 17.25 Glasgow Queen St-Aberdeen train. One of its traction motors caught fire near Gleneagles. However, with its train, the locomotive was able to limp on to Perth, where arrival was 35min late. Here the Class 47 was removed and it was replaced by No 37.033.

A visitor to Oban on 28 March noted that the signalbox there was closed and all the

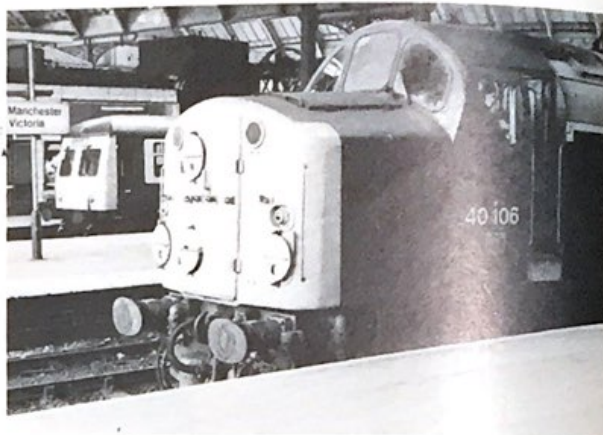
signalling had been removed. The Scottish Region has confirmed that since 5 December last year this section has been operated as a single-line section from Taynuilt signalbox, with a no-signalman token instrument at Oban. Under normal circumstances only one train is required to move between Taynuilt and Oban, but the present arrangement does allow the driver of a train at Oban to clear the section for a second train to follow through should the need arise. All pointwork in the Oban area is controlled from local lever frames.

Despite the pleas of former users of the



Top left: A view from a route learning dmu of Colton Junction, south of York, the connection between the York-Leeds line and the new Selby Diversion. John Turner

Above: Disposal of the 1,500V dc Bo-Bos for scrap has been a feature of recent special train movements in the Sheffield area. No 76.036, being towed by Tinsley from Reddish depot, ran a hot box at Earle's Siding on 13 April and was cut out of the train of Class 76s. A day later, with repairs effected, a Class 123 dmu is seen approaching. A Taylor



Kilmacoll branch, who had hoped that it might be possible to reopen the line at a future date on experimental basis with minimal staffing, lifting of the track commenced in late February.

A six-month experiment to promote the use of public transport in Leicestershire by the use of Zone Transcards, valid on buses, BR trains and the Glasgow Underground started on 3 April. There are 15 zones in all; prices range from £3.50 for one zone to £16 for all zones for a weekly and from £13.80 to £60.80 for a four-weekly transcard with half-price equivalents for children.

Electric locomotive No 86.243 was named *The Boys' Brigade* by Sir David McNee, a former BB staff sergeant and Commissioner of the Metropolitan Police, at a ceremony at Glasgow Queen Street station on 9 April. The naming was part of anniversary celebrations of the Boys' Brigade, which was founded in Glasgow. After its nameplates, No 86.243 carried a BB badge, specially cast by the Glasgow School of Art.

Contributions to *Rail Report* are welcomed. They should be addressed to: Railway Editor RW/ MRP/MR, Terminal House, Shepton Mallet, TA17 8AS.

For information this month we are indebted to: C. J. Leigh; G. E. Pursglove; G. R. Lark; P. A. Larke; J. Hawkins; P. W. Medley; R. P. Jones; C. R. H. Coldwell; A. R. W. Woolley; M. Ridge; A. J. Smith; M. V. Ledger; R. J. H. Cook; P. White; J. E. Aston; K. A. Sutherland; L. G. Hallister and B. Thomas.

NEW LOCOMOTIVES

56.118-TI

LOCOMOTIVES REINSTATED

08.423/472-SP, 20.025/054/088/092/

093-TI, 31.193-IM

LOCOMOTIVES WITHDRAWN

08.069/171/275/288/360/364, 25.233,

40.046/121, 46.031

LOCOMOTIVES STORED

08.577/591, 81.016, 85.007

LOCOMOTIVES MODIFIED

Dual brakes: 08.787/822, 20.025/054/088/

092/093, 31.193/309, 37.113

Boiler isolated: 31.105/193/403, 37.034

(not 37.032 as previously shown), 47.030/

059/061/142/278

Boiler reinstated: 47.103/157/159

Electric train heating: 31.193

Guard's emergency brake: 20.025/054/

092/093

LOCOMOTIVES REALLOCATED

ER lists — Period ending 27 March: Nil.

Locomotive Stock Changes

Period ending 10 April: 08.493-MR,

08.865-NR, 56.031-WR, 56.075-TI. Periods

ending 17 April, 24 April and 5 May: Nil

LMR lists — Period ending 19 March:

08.689-SF, 25.136 (not 25.186 as shown

previously)-CW, 56.047-WR, 56.083-TO

WR lists — Period ending 29 January:

08.410-SW, 08.639-MG, 08.781-GL,

08.839-LA, 31.118-LMR, 31.123-OC,

31.131/159/213-LMR, 31.256-OC, 31.294/

296/307-LMR, 37.129/256-BR, 37.297/

298-CF, 37.299-BR, 47.061/103-CF, 47.125/

128-BR, 56.033/034-BR. Period ending

12 March: 08.760-LA, 47.056/059/063/

094-BR, 50.021-5-OC. Period ending

9 April: 47.112/122-ER, 56.047-MR

DMU VEHICLES WITHDRAWN

50062, 56418, 59132/133/141/143/145

DMU VEHICLES REALLOCATED

ER lists: 59104-NL

LMR lists: 50436/488-NH, 50546/593-BX,

50693 (not 50963 as previously shown)-DY,

59183/186/207/240-BX

EMU VEHICLES WITHDRAWN

28686, 29285, 29716

EMU VEHICLES REALLOCATED

LMR lists: Units 303.036/048, 053/057/078,

Vehicles 75792, 61858 (Unit 303.082) and

75851 (Unit 303.085)-CE, 64687-689,

64730-732, 71521-523-BD

HST VEHICLES REALLOCATED

WR lists: 40348/349/350-ER, 40035-PM,

40036-OO, 40037-PM, 43120-ER, 43152-LA

ER lists: 40512/514/515 (previously in store),

and 40520 to BREL for conversion to Royal

Train stock

Right: The SEG/RCTS joint 'Devonian' rail tour from Waterloo-Meldon Quarry, Heathfield and Paignton of 30 April was formed by Class 202 unit No 1014, passing Newton Abbot, bound for Paignton. Charles F. Beatson

Left: The green Class 40, No 40.106, has now been withdrawn. It is seen here at Manchester Victoria on 16 February. Coincidentally, No 40.122 (the original No D200) is being restored to traffic and repainted green. Gary Grafton



ITEMS INTENDED for inclusion in this feature for the September issue should reach us no later than 4 July. Publication is dependent on the availability of space, and this precludes coverage of model exhibitions and visits for which a charge is made.

★ MEETINGS

Banbury Railway Society — 18 July: 19.30, *The White Swan*, North Bar, Banbury. Members' annual slide evening.

Bournemouth Railway Club — 9 July: 14.45, Winton Methodist Community Centre, Alma Road, Bournemouth. 'A Foreigner in Northern Lands' by Foot.

Bradford Railway Circle — 6 July: 19.30, The Centre, Holm Baptist Church, Highgate, Bradford 9. 'The British Compound Saga, Pt 3', G. Butland. 20 July: 19.30, same venue. Members' slide evening.

Brechin Railway Preservation Society — 28 July: 19.30, *Edinburgh Hotel*, Brechin. Topic to be announced.

Cholsey & Wallingford Railway Preservation Society — 15 July: 19.30, Town Hall, Wallingford. Topic by C. Firminger, Chairman LCGB.

Deltic Preservation Society/East Midlands Branch — 15 July: 19.30, *Sir Robert Peel*, nr Derby Midland Station. 'The Deltics' (video presentation), J. Epton, and 'BR by Night' (slides), by N. Adams.

Gravesend Railway Enthusiasts' Society — 13 July: 20.00, Holy Trinity School, Milton Road, Gravesend. 'Historical Research', C. Turner, and 'Railways around York', M. Morrison.

Great Western Society — 5 July: 19.30, Leisure Centre, Bridgend. 'Survey of Southern Locomotives, Pt 1', P. K. Tunks. 15 July: 19.45, *Black Horse*, Bridge Street, Taunton. 'Aspects of the B&ER Empire', P. Ramsden. 19 July: 19.45, BR Staff Association, Temple Meads, Bristol. 'Railway Quiz', A. Price. 19.30, Guildhouse, Harpur Street, Bedford. 'The Railways of Sodor', Rev. W. Audrey.

Harwich & District Railway Society — 15 July: 19.30, Good Companions Club, Hill Road, Dovercourt, Harwich. Quiz evening.

Lincoln Railway Society — 4 July: 19.30, St Matthew's Church Hall, Church Drive, Lincoln. 'Modelling Foreign Railways'. 13 July: 19.30, 28 Dudley Street, Grimsby. 'The Grimsby Branch'. 14 July: 19.30, *The Cardinal's Hat*, Top of High Street, Lincoln. Talk and slides presented by Class 50 Group.

Locomotive Club of Great Britain — 4 July: 19.30, Southend Working Men's Club, Millbrook Road, Bedford. 'Steam behind the

Enthusiast's Month

Iron Curtain', D. Mills. 19.30, Free Trade Hall, Station Road, Wood Green, London N22. British Mastermind Quiz. 11 July: 19.45, The Old Waiting Room, London Road Station, Brighton. 'The Festiniog Railway', J. Scrase. 13 July: 19.30 (joint meeting with Stour Valley RPS), Friends' Meeting House, Church Street, Colchester. 'Electrification to Norwich', A. Hudson, Area Manager, Colchester. 18 July: 19.30, Southend Working Men's Club, Millbrook Road, Bedford. An evening with D. Willcock, Editor *Steam World*. 19.30, Red Cross Hall, Jubilee Terrace, off Rothes Road, Dorking. 'Railways since the Sixties' (films), R. Mortlock. 20 July: 19.30, The Railway Hotel, Earlestown. 'BR Special Services: Organisation of Rail Tours and Charters', M. D. S. Gear, BR, LMR.

Locomotive 6201 Princess Elizabeth Society Ltd — 2 July: 13.00, Panorama Suite, Cobden Hotel, 166 Hagley Road, Birmingham 16. Annual General Meeting.

London Underground Railway Society — 8 July: 19.15, Caxton Hall, Caxton Street, London SW1. '50 Years of London Transport', D. F. Croome and A. A. Jackson.

Mid Hants Railway/Thames Valley Area Group — 14 July: 19.30, ICL Sports & Social Club, 60 Portman Road, Reading. Topic to be announced. 19 July: 19.30, The Lounge, Railway Social Club, North Side Station Approach, Basingstoke. Topic to be announced. **Portsmouth Area Group** — 19 July: 19.45, *Froddington Arms*, Fratton Road, Portsmouth. 'Mid-Hants History', J. Adams. **South Western Group** — 27 July: 19.45, Portfield Hall, Portfield Road, Christchurch. 'Dart Valley Railway'.

Southern Railways Group — 8 July: 20.00, Sutton Adult and Evening Institute, Benhill Avenue, Sutton, Surrey. 'The Changing Local Railway Scene', P. Knottley.

Steam Safaris — 1 July: 19.30, Museum of Science & Industry, Newhall Street, Birmingham. 'Steam Photographer of the Year', J. Rajczonek.

Sutton Coldfield Railway Society — 7 July: 19.30, Brampton Hall, National Children's Home, New Oscott. Layout and chat. 14 July: 19.30, same venue. 'Railway Omnibus', M. Smith. 21 July: 19.30, same venue. 'Plastikard Modelling', A. Buckingham. 28 July: 19.30, same venue. 'The Midland Triangle in Recent Years', F. Adams and W. Gibb.

West Middlesex Railway Society — 18 July: 19.45, Community Centre, Bridge

Road, Southall. 'Steam Railways' (films), D. Pendley.

Worcester Locomotive Society — 26 July: 20.00, *The Pheasant Inn*, New Street, Worcester. Summer members' and guests' slides evening.

Yeovil & District Railway Society — 7 July: 19.30, Club Room, *White Horse Inn*, St Michael's Avenue, Yeovil. '27 Years of Railway Photography', B. Jackson.

★ OPEN DAYS etc

Caerphilly Old Locomotive Works (Caerphilly Railway Society), Harold Wilson Industrial Estate, Van Road, Caerphilly, Mid-Glam — 31 July: 11.00-17.00. Steam Day.

Castle Hedingham Station (Colne Valley Railway), nr Halstead, Essex — 3 and 17 July: 12.00-17.00. Steam Days.

Southall Railway Centre (GWR Preservation Group), Bridge Road, Southall — 31 July: 11.00-18.00. Royal Day — with inclusive entrance/travel ticket to visit Madame Tussaud's 'Royalty & Railways' exhibition and Windsor & Eton Central station.

Hampshire Narrow Gauge Railway Society, nr Derby, Hants — 16 July: 10.30-17.00. Open Day. (Map and directions available from HNGRS Hon Sec, 4 Holmdale Road, Gosport, Hants PO12 4PJ, on receipt of SAE).

Middleton Railway, Middleton Park, Leeds — 3 July: 11.00-17.00. Transport Gathering — featuring two locomotives in steam and vintage road vehicles.

Nene Valley Railway, nr Peterborough — 23/24 July. Industrial Steam Weekend.

Quainton Railway Centre, Aylesbury, Bucks — 31 July: 10.00-18.00. Steaming Sunday.

Ravenglass & Eskdale Railway, Ravenglass, Cumbria — 9/10 July. Enthusiasts' Days — with special displays of miniature and model railways.

Rutland Railway Museum, Cottesmore Iron Ore Mines Siding, Ashwell Road, Cottesmore, Nr Oakham, Leics — 3 July: 11.00-18.00. Steam Open Days.

Blunsdon Station (Swindon & Cricklade Railway Society), Tadpole Lane, Blunsdon, Wilts — 30/31 July: 10.00-18.00. Open Days.

Brighton Station and Inspection Shed (British Rail, Southern Region), 16 July: 10.00-17.00. Open Day, with shuttle service between Brighton station and inspection shed. Proceeds to Southern Railwaymen's Home for Children, Woking.

Stratford Locomotive Maintenance Depot and Repair Shops (British Rail, Eastern Region) 9 July: 10.00-17.00. Open Day. Proceeds to Queen Elizabeth Hospital for Children and St Joseph's Hospice.

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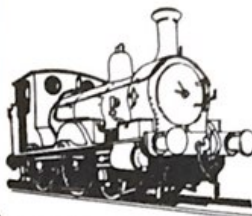
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Harrogate dep	0918	0910
Leeds dep	1013	1013
York arr	1052	1052
York dep	1115	1111
Scarborough arr	1212	1207

Return	Weekdays	Sundays
Scarborough dep	1720	1725
York arr	1820	1825
York dep	1850	1835
Leeds arr	1920	1920
Harrogate arr	2028	2028
York arr	2128	2118

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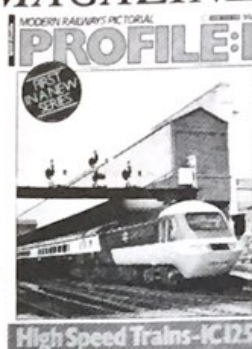


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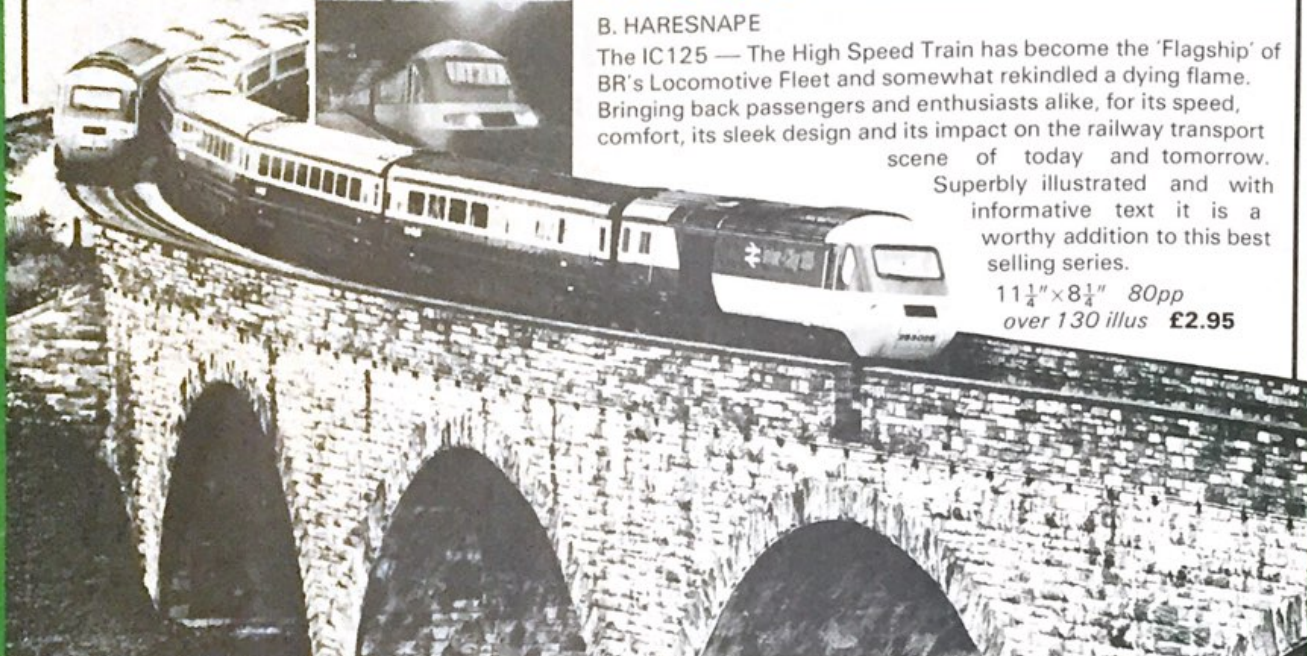
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